RAILROAD

APRIL 1975

MAGAZINE $1.00

The Story of NEW HAVEN ELECTRIFICATION

by Sy Reich

Tomorrow morning, look at your double-edge.

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In fact, your razor almost has to say Gillette. Because more than 9 out of 10 double-edge guys use Gillette razors.

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So take a look tomorrow morning. Look at your razor. Look at your blade. Then look at your mirror.

If you don't have the blades, you don't have the shave.

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 97, No. 6, APRIL, 1975

ONE DOLLAR

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

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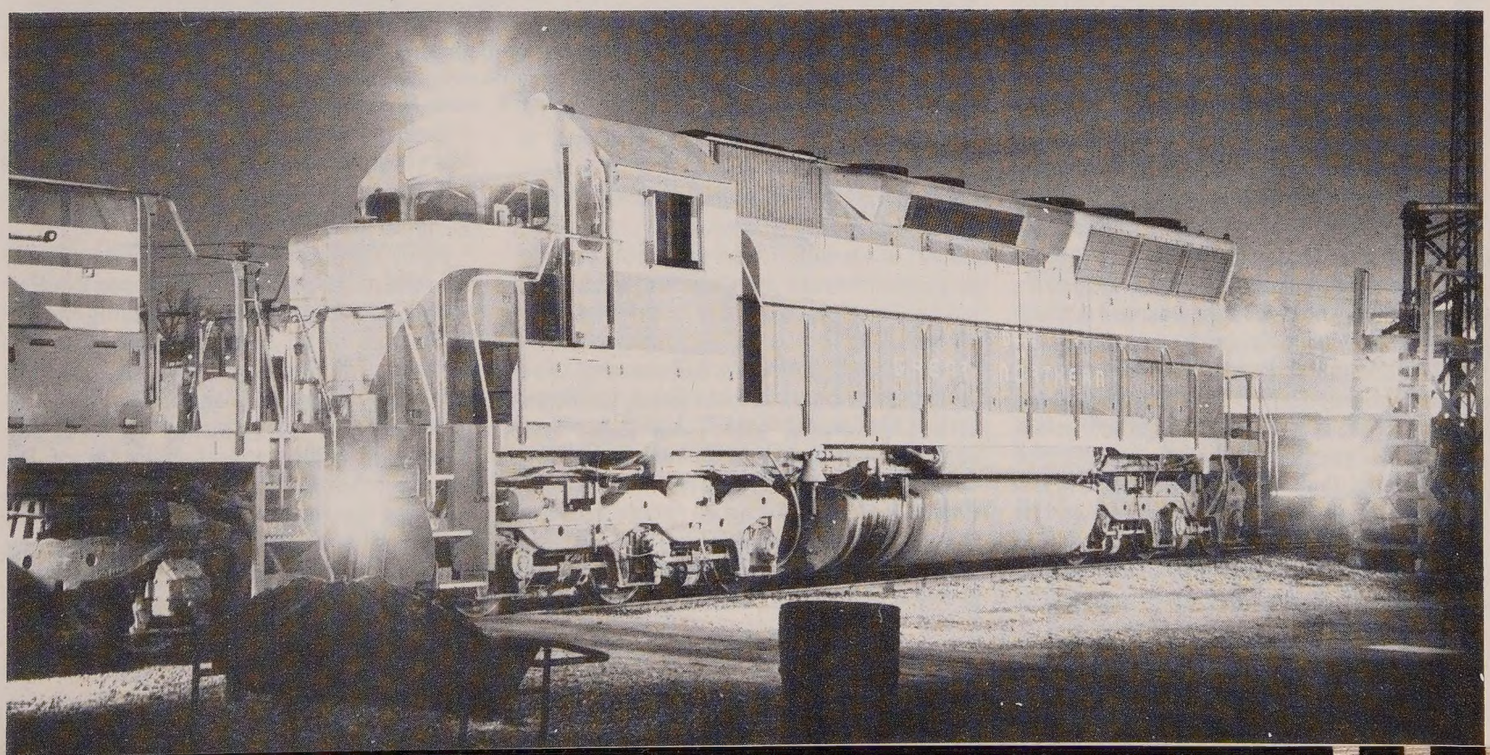
Single copy $1.00 Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

Photograph by Thomas P. Lyons

Great Northern/BN SD-45 No. 6444 at Rice yards, Denver, Colo., on cloudy night in 1972. Photo taken with 9 strobe units around loco.



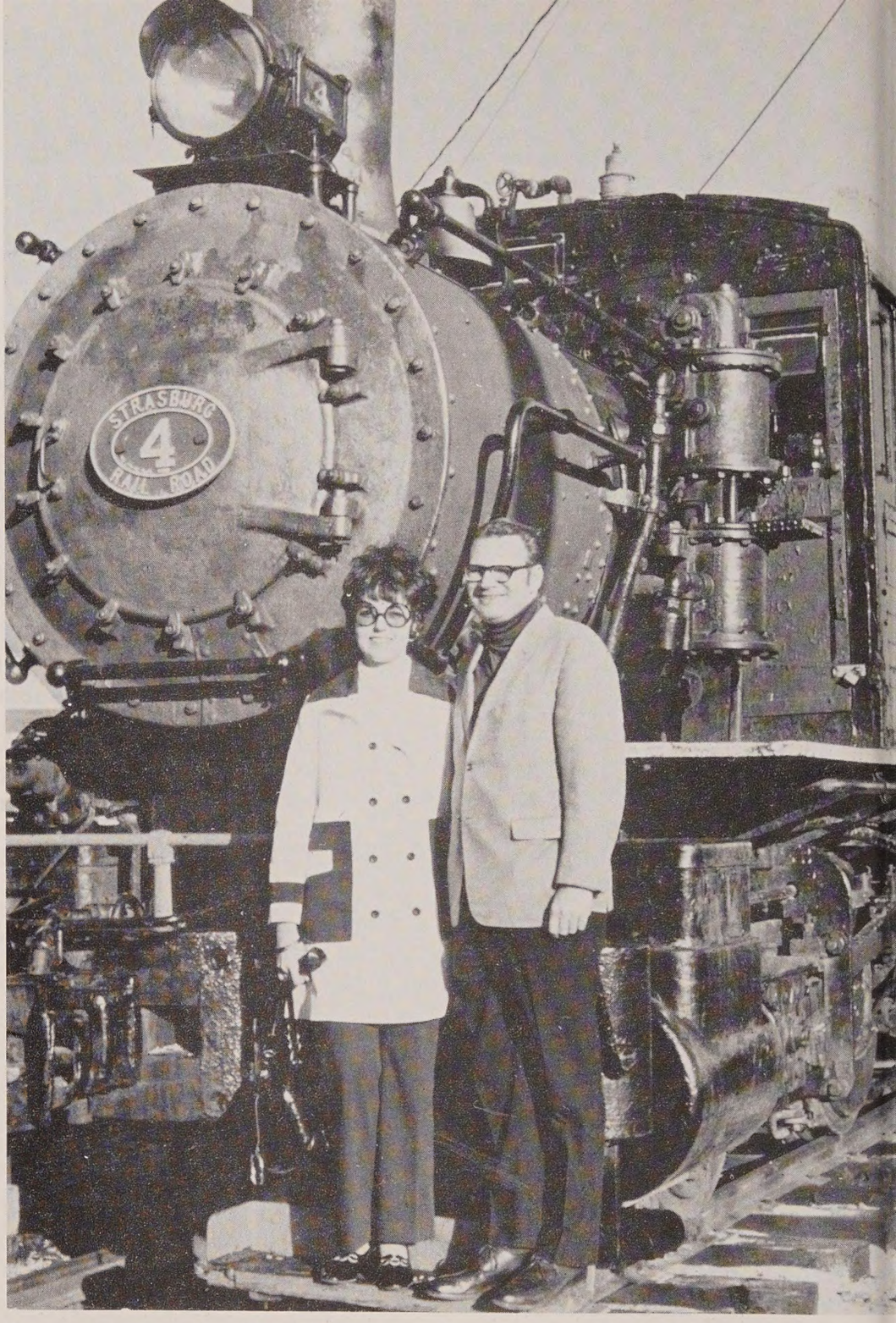
THE MAIL CAR

where editors and readers meet

COVER PHOTO showing New Haven train 173, The Senator, on New York's famous Hell Gate bridge was made Oct. 6, 1966, by Allan H. Roberts with a Nikon F camera, 50mm F.2 lens, and Ektachrome X film exposed at F5.6 at 1/500 of a second.

"I spent a pleasant sunny day up on the span shooting every train that crossed it, including the freights to and from the Bay Ridge fleet yard," he writes. "Having brought along my lunch in a little zip bag, I had ample time to leisurely explore the beautiful and massive structure, which I understand has never carried the amount of rail traffic it was designed for. That grafitti is just too bad. It's beyond me why anyone would bother to take physical risks to deface a bridge in an inaccessible area where relatively few people would be forced to view the results."

Allan, age 40, is personnel manager of a large trading company in New York City and a member of the R&LHS and Railroad Enthusiasts. As an active railfan photographer, he works in color slides and super 8 sound movies. His collection numbers 10,000 slides and several thousand feet of film. Allan specializes in shooting locomotives, cars, trains, structures, and operations. He is also a model railroader, presently building his HO gage New York & Lake Erie Railroad. His wife, Loretta, is a school teacher and amateur photographer. She too, enjoys railfanning and often joins him on trips. •



Our cover photographer, Allan H. Roberts, and his wife, Loretta, pose on the footboard of a Strasburg Rail Road locomotive. Both are railfans and amateur shutterbugs. We wish they hadn't been so obviously facing the camera. Allan is a member of R&LHS and RRE.

ALTHOUGH Gordon E. Vincent, who was then living in Los Angeles, had asked the SP, Milwaukee Road, UP, Santa Fe, and Burlington Northern for a job as locomotive fireman, none of them answered. While waiting for a reply, he read an item in Railroad Magazine, in Jim Edmondson's column, about Penn Central's training school for engine service. That gave him an idea. He wrote to the PC director of personnel and got an answer telling him about the road's hiring policy. Thereupon he boarded a plane and flew to Philadelphia.

"The personnel director was surprised to see me," Gordon writes from his present address, 140 Murray St., Elizabeth, N.J. 07202. "I guess he figured that anyone who'd travel that far really wanted the job. He hired me on November 26, 1974; and on December 2nd I began a week's training at the firemen's school in Philadelphia, making a 97 percent grade. After that I worked the South Amboy extra board until I was bumped two weeks later. Now on a freight job out of Waverly Yard, I am proud and happy to be a railroad man, thanks to Trackside in the Diesel Age." •

BOSTON & MAINE is endeavoring to reorganize on an income basis, unlike the Erie Lakawanna, which announced on January 10th that it would seek inclusion in ConRail, the Federal entity which will run Penn Central and certain other bankrupt roads. The EL lost $2.2 million last November as compared with $367,000 the previous November, while the B&M reported five consecutive profitable months in the latter part of 1974.

Penn Central, the assets of which will form the major part of the proposed ConRail system, is reported presently losing money at the rate of $1 million per day! The Department of Transportation is drafting legislation to provide an additional $250 million of taxpayers' money to meet the anticipated future operating losses of PC and the other ConRail lines.

During its reorganization, B&M has had no Federal subsidies. It recently settled, by cash payments, all of its indebtedness to the Federal Government, and is aiming at

similar settlements with state and local governments in its territory. The ICC has granted its petition to postpone until next August the deadline for filing a definitive plan of reorganization. B&M trustees had sought this postponement because of the proposed sale of commuter lines to the Massachusetts Bay Transportation Authority. •

WHAT effect do lakes have on railroading? Well, the Delaware & Hudson has some rough times with the up and down moods of Lake Champlain, the erosion of track beds, washouts, and landslides. D&H President Carl B. Sterzing, Jr., told the International Joint Commission (U.S. and Canada):

"The D&H supports the concept of stabilizing the level of Lake Champlain, so as to preclude extreme high or extreme low water levels along adjacent shore line; but we are vigorously opposed to any effort by commercial or maritime interests to use this problem as a pretext for obtaining further governmental support for navigational improvements at the expense of the taxpayers in both the U.S. and Canada." •

WITH the automobile she was driving stuck on a grade crossing last March 28th in Largo, Fla., and a Seaboard Coast Line freight train bearing down on her real fast, 16-year-old Debra Robertson apparently had only seconds to live. She tried frantically to unfasten her seat belt in order to escape, but it must have been stuck. Then she looked at Eagle Scout Bill Davis, 17, who was at the wheel of a car just behind her.

"She screamed and screamed," Bill recalls. "I'll never forget the terror in her eyes. Without thinking, I rammed my foot down on the gas pedal. My own car jumped forward and smashed hard on the rear of her bumper. I hoped it would push her car off the tracks and bounce mine back away from the train. It shoved hers off all right, but mine didn't bounce back quite far enough."

The freight ripped Bill's right front fender, spinning his car off the rails and showering broken glass in all directions.

"I shut my eyes, waiting for my last moment," he says, "but my car rocked to a standstill. I opened my eyes, hardly believing I was still alive, and instantly jumped out."

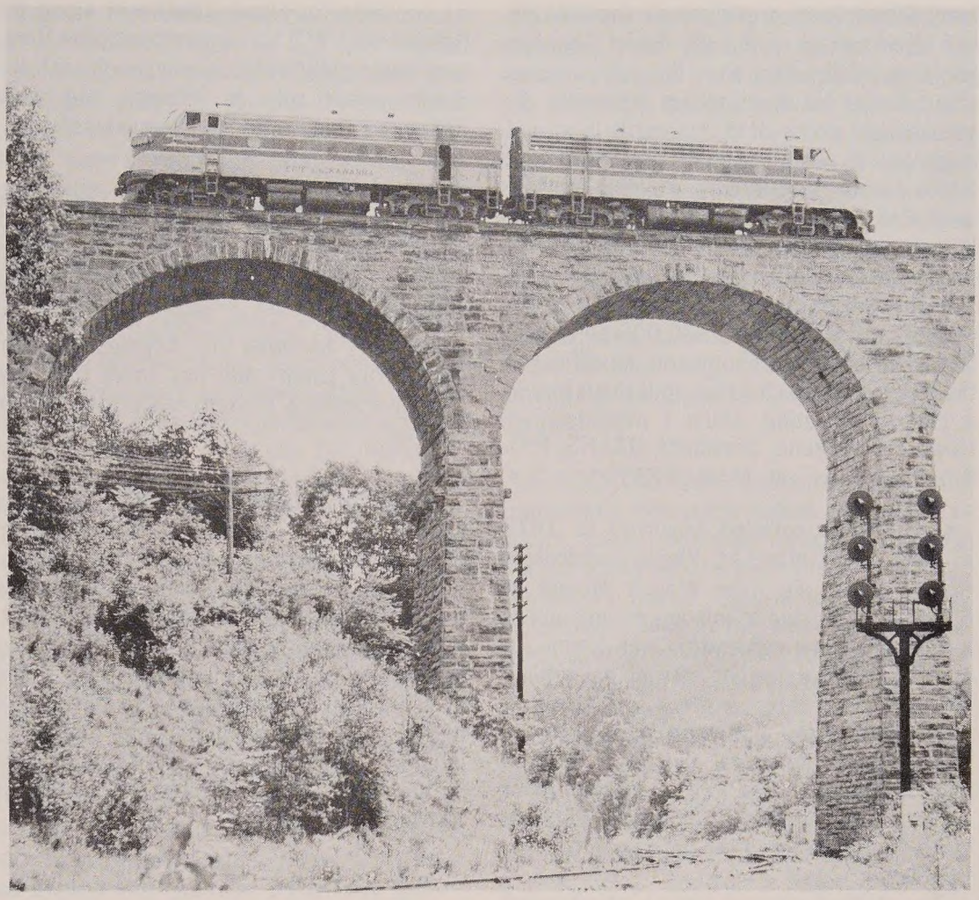
He had suffered only neck and arm sprains. Debra escaped with minor cuts.

We'd like to bet that this pretty teen-age motorist will never again try to beat a train at a crossing." •

REFERRING to an inquiry by J. C. Meyers, of Vancouver, Wash., the Santa Fe steam locomotive seen in the television episode of "Nakia" may be viewed at Madrid, N.M., 45 miles northeast of Albuquerque. According to Vernon J. Glover, Box 14706, Albuquerque, N.M. 87111, she is one of the several ex-Santa Fe locos purchased second-hand by Cerillos Coal & Coke Co. and its successor, Albuquerque Coal Co. The company, which mined both anthracite and bituminous coal, operated a 7-mile line (now torn up) from the Santa Fe main near Cerillos, to Madrid, as well as a large breaker-storage yard complex at Madrid.

The engine shown on TV is one of two similar engines left in the area. The second engine is on the old machine-shop drop pit, with a set of drivers down.

Today, the former coal company operation is a "working" museum. Besides the two ex-Santa Fe steamers still on the property, two mine electric locos are stored on yard track. — David I. Rees, P.O. Drawer R, Ajo, Ariz. 85321.



The old Erie's Starrucca Viaduct at Lanesboro, Pa., with 17 arches, completed in 1848, is very much like Los Remedios Aqueduct in Queretaro, Mexico. Legend says that the first loco to cross it crossed unmanned because nobody dared to ride her. Original broad-gage track is now standard gage. Photo (July, 1972) shows EL Nos. 7124 and 6321.

Thomas Trencansky, 190 Lower Creek Rd., R.D. 7, Ithaca, N.Y. 14850

I AM THINKING seriously of giving up Railroad Magazine because of its girlie photos. If this is a way to get more readers, good luck! But not me. Most of your girls pose with trains in such a way as to indicate that they are not at all interested in them. If only they were dressed for the part, working for the railroad in jeans and blouses, I wouldn't mind looking at them. That's what I wore, and sometimes harness boots also, when I worked for the Black River & Western Railroad. — Mrs. Charles W. Clark, 8 Herbert Dr., East Brunswick, N.J. 08816.

(Ed. note: Mrs. Clark is right. We have repeatedly urged shutterbugs to send us pictures of rail-girls that are not too obviously posed. Our readers enjoy views of females doing some kind of railroad or railfan work, or photographing trains, buying tickets, waiting for trains, riding the cushions, or getting on or off passenger cars. They don't want sweet young things grinning in engine-cab windows or merely standing beside railroad equipment facing the camera. The best human-interest photos give the impression of being candid-camera shots, even though they actually aren't. And not only adolescents, please! We like good-looking middle-aged women, too. But these remarks are probably only wasting space. Photographers who lack creative imagination will keep sending us the same old routine shots of pretty girls not even glancing at the railroad scenes they are supposed to be interested in.) •

NORTHERN Pacific steamer 4449 has been selected for the Freedom Train. I understand she had been on display in the Northwest and the estimated cost of putting her into working condition was $400,000, but where could blueprints and tracings be found for use in the restoration? There was a patch on her boiler. The question arose as to the metal content of this patch and the stress to which the bolts holding it to the engine would be subjected.

The SP, of course, abandoned all such materials when they gave up steam. But

Fred Stindt, vice president of the R&LHS and chairman of its Pacific Coast Chapter, got wind of the fact that the railroad was about to get rid of its steam materials. So he salvaged some of it, storing it in an old baggage car owned by the R&LHS and kept in the former Key System building in Oakland, Calif. Recently, Fred discovered that the original tracings and blueprints of the 4449 were included in that baggage car. This lucky break saved the Freedom Train people from $20,000 to $30,000 on the restoration job. Brian Thompson, an officer in the Pacific Coast Chapter, told this story in a chapter meeting which I attended. — Howard F. Greene, president, R&LHS, P.O. Box 966, Pocasset, Mass. 02559. •

A BIZARRE collision occurred in 1917 on the Raton-Las Vegas subdivision of the Santa Fe near Wagon Mound or Springer, N.M., due to mis-identifying one of a fleet of passenger and/or mail trains. An eastbound local freight waited on a blind siding to meet three or more such trains. It was about three a.m. and apparently all freight crew members, except a student head brakeman, had fallen asleep. After meeting two or three trains, the engineer woke up and ordered the brakeman to open the switch.

The student refused, saying: "We haven't met 2nd so-and-so." This enraged the hogger, who threatened him with a Stilson wrench, saying: "Dumb kid, you don't know what you-re talking about. Go open that switch!"

The boy did so; but instead of getting back on the engine, he stood on the ground waiting while the train pulled out onto the mainline. He was still there when the caboose trundled by. Nobody in the crummy protested, all of them evidently sound asleep. The engineer hadn't waited for a highball from the rear. A minute or so later, on a curve, the local freight had a cornfield meet with a doubleheader. Three engine crews and several mail clerks "went to glory." The freight conductor and rear brakeman were fired for neglecting a train order, but the student was commended for alertness and his refusal to ride the local freight into a certain collision.

Railroad Magazine published a detailed account of this incident sometime ago, maybe in the early 1960s. A re-run of it would be interesting, I wonder what caused the mis-identification? The grouping of those passenger and/or mail trains was an unusual complication. How did the student correctly identify them all? — Bob Denton, Box 5122, Midland, Texas 79701.

Our Monthly Newscast

IF YOU are a burglar and can't crack a safe, you might want to try the technique that yeggs used the other day after stealing a safe containing $400 in cash from a restaurant in Elkhart, Indiana. They dragged it to a nearby Penn Central track, expecting a speeding train to open it. The train smashed it open all right and scattered its contents for about 2000 feet along the right-of-way. Will some member of the Burglars Union please tell us how much cash the crooks were able to salvage and what happened to the crooks themselves?

LOS ANGELES COUNTY has decided to run its own railroad. The Board of "Supervisors" authorized the purchase of eight used passenger cars for $198,000 and agreed to repair them. These cars will carry commuters between Los Angeles and San Diego. The county will buy them from the Oregon Pacific & Eastern of Cottage Grove, Oregon.

GRAND TRUNK WESTERN, a prime hauler for the automotive industry, announced a $100 cash rebate to any of its 4,500 employees who purchase a new domestic-manufactured automobile or light-duty truck prior to March 1, 1975. To our knowledge, no other railroad has ever made such an offer. "Whatever can be done to get people back to work turning the wheels of industry," says John H. Burdakin, president of the GTW, "will also keep the wheels of transportation going."

THE NATION'S railroads and private car lines ordered 99,034 new and rebuilt freight cars and put 67,605 cars into service in 1974, reports the Association of American Railroads and the American Railway Car Institute. Those 99,034 cars were the third highest total since 1955.

BECAUSE the rail shipments were found to be infected with dead rats, rat urine, and beetles, Montana's Department of Health has embargoed two carloads of rice and cornmeal destined for low-income food programs on Montana Indian reservations.

WITH energy conservation already in force, Union Pacific is complying with President Ford's request for an all-out national effort. UP has set up a new program aimed at 15 percent reduction in use of all forms of energy, naming a conservation coordinator at every major terminal on its 9500-mile system. Last year it dropped its fuel-consumption rate by 6 percent below the 1973 figure through such measures as reducing train speed without impairing service, improved refueling, and a close watch on the ratio of horsepower to trailing tons in making up trains.

FIRST shipment from Sarpy Creek Coal Mine, a new surface operation in eastern Montana, was a unit train of 37 cars, each carrying close to its 100-ton capacity, which delivered coal to four power companies in Minnesota, Iowa, and Wisconsin. This train rolled over a 37-mile spur, built by Burlington Northern, onto the BN mainline. One problem encountered in building the spur was crossing a 2-lane interstate highway. This was done by means of an Armco Steel super-span underpass.

PULLMAN-STANDARD, the world's largest and oldest builder of railway rolling stock, has a substantial backlog. Its production at full capacity is limited only by the irregular flow of supplies. Output of freight cars in 1974 totaled about 17,800 units, compared with 16,000 in 1973. Assuming a steady flow of steel and components, Pullman-Standard expects to do even better this year. Combined capacity of its freight-car-building plants at Bessemer, Ala., and Butler, Pa., exceeds 20,000 units a year. Mere numbers however, are not an accurate measure of production, as present-day cars are larger and have more built-in refinements than older ones.

HEAVY WIND gusting up to 54 mph blew 23 loaded cars on the Burlington Northern over a mile-long trestle spanning the Columbia River near Vantage, Wash., damaging the trestle and spilling cargo. The cars carried large truck-trailer piggyback.

ANSWERING a reader's question, the Federal Government gave the Northern Pacific an estimated 32 million acres of land in 1872, in return for which the railroad had to perform certain services such as carrying military personnel, etc., free of charge on its passenger trains.

ONE of the last old Harvey Houses on the Santa Fe lines in southwest Kansas, located in Syracuse, is to be torn down. Despite pleas by local historical societies to save the old building, the Santa Fe says its decision is based on safety aspects. The building is only a few feet from mainline track that carries high-speed Amtrak passenger trains as well as freight.

TRAINSHEET, after a long lapse of time, is again being published by the Railroadiana of America. Articles and comments are welcomed by editor Peter J. Rickershauser, 1 Sutton Place, Florham Park, N.J. 07932. It's a fine-looking journal, 4 large printed pages of good paper, illustrated. The new issue features "Two Perfect Days" (firing a Camelback with leaking flues was no paradise') by Edwin Lohr as told to Warren B. Crater, retired CNJ engineer, one of our Interesting Railfans.

TO HELP meet a nation-wide shortage and at the same time make money for itself, the Maryland & Pennsylvania Railroad is rebuilding boxcars and lending them to other railroads on a profitable basis of daily rental. The "Ma and Pa" which is a subsidiary of Emons Industries, Inc., owns nearly 1,000 boxcars, many more than it needs to operate as a common carrier hauling freight on its 38-mile line between York, Pa., and Cardiff, Md., and rebuilds 25 to 30 cars per month. •

PENN CENTRAL trustees have begun a quiet effort to peddle parts of their huge bankrupt system to the neighboring

railroads. There is no way yet to know how many hundreds of millions of dollars — if not billions — could be realized from such sales, but the effort so far has included contacts with top officials of at least nine profitable railroads. "We intend to make inquiry of all the profitable railroads in the region to determine if they would be interested in buying a portion of Penn Central," said A. Paul Funkhouser, senior vice president for sales and marketing. He added that some neighboring railroads have already shown such interest. One indication came from the Southern Railway system in connection with Penn Central DelMarVa line from Wilmington, Del., south to Cape Charles, Va., and then, via ferry, to Norfolk, Va. It is understood that other interest already has been shown by:

The Santa Fe in Penn Central's Kankakee Corn Belt line between Elkhart, Ind., and Streator, Ill., where it connects with Santa Fe. This route would enable Santa Fe to bypass busy Chicago rail yards for east-west freight going to Pennsy's huge Elkhart freight yard.

Norfolk & Western in the Pittsburgh, Fort Wayne & Chicago, an insolvent Penn Central subsidiary, which owns Penn Central's mainline between Pittsburgh and Chicago.

Other roads approached by the PC trustees include Chessie System, Burlington Northern, Illinois Central, Chicago & North Western, and the Milwaukee Road.

Meanwhile, some rather startling facts about the rundown condition of PC trackage are coming to light. An authentic report says it will cost over $4.8 billion over the next eight years to restore the rails and roadbed to a normal safe level! More PC track needs repairing than there are replacement rails in America! The report was made by a group of railroad chief engineers provided for the Transportation Department by the Union Pacific, Burlington Northern, Santa Fe, Southern, Southern Pacific, and Seaboard Coast Line.

U.S. Transportation Department engineers are calling for rehabilitation of 12,000 miles of lines and maintenance work on 7300 more miles. They say the railroad's need for new rail "is so great as to require a major expansion in national rail production capacity." •

The Personality Parade

MANY retired railroad men have passed the century mark. Among them is Phillip Hunn, a Rock Island signal maintainer who retired in 1939 and reached his 100th birthday last September. He has 47 descendants, is still active, and spends his summers cultivating his own vegetable and flower gardens and cutting the grass.

CARL V. LYON, formerly general solicitor of the Association of American Railroads, succeeded Gregory S. Prince on Feb. 1 as the AAR's senior vice president.

FRANK E. BARNETT, Union Pacific chairman and chief executive officer, was selected by one of our contemporaries, Modern Railroads, as the railroad man of the year for his excellent work in developing legislation for reorganization of bankrupt Eastern railroads. Rail industry leaders and journalists honored him at a dinner in Chicago on March 17th. The AAR handles most problems of industry-wide interest; but in the case of the Northeast and Eastern bankruptcies it was unable to do so because of conflicting and diverse interests among its members; so Barnett took the initiative.

A ROCK ISLAND conductor named Ray Hammonds took some photos of a Memphis doctor aboard a steam locomotive on the Reader Railroad. He gave them to John E. Martin, an Illinois Central locomotive engineer, who lives in the same city (at 110 North Greer Street) hoping John might know the doctor and could deliver the pix. But John didn't know him.

"Maybe you'll see him some time," said Ray. "If you do, give him the pictures."

Four years passed. Ray died, the Reader Railroad folded up, and John retired. Then one day John rode on a railfan steam trip to Corinth, Miss., and told a fellow passenger named Dr. R. F. Mayer about the photos that his deceased friend had entrusted to his care.

"When I get back home," said John, "I'll

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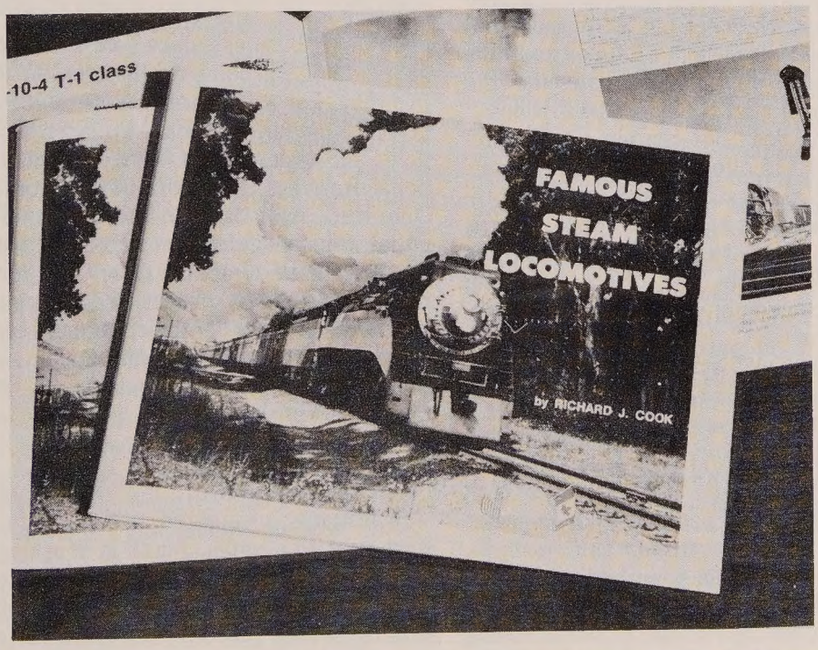

FAMOUS STEAM LOCOMOTIVES brings back railroading in the grand manner. This soft-cover 96-page 11 x 8½-inch book, produced by the men in the locomotive cab, is now available to all lovers of the steam era and features a full-color cover of the famous S. P. Daylight in action. We think you'll like this high-class printing job on glossy paper, showing some of the greatest of North American steam power to best advantage.

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mail you the pictures of that mysterious doctor. Maybe you can help me to find and identify him."

So he mailed the pix. Two days later Dr. Mayer phoned him, saying: "These are pictures of me." Thus John Martin made good on the assignment that his now-deceased friend had given him four years before, Eldon Roark reports in the Memphis Press-Scimitar.

SY REICH found only one typographical error in his Soo Line roster (Feb. '75): the group of 400 series locos still on the roster is numbered 400-416.

JOHN INGRAM, president and chief executive officer of the Rock Island, is "delighted," he says, with the ICC decision authorizing his road to merge with the Union Pacific.

A CRIPPLE, unable to work or earn money, James C. Burchard, P.O. Box 293, East Haven, Conn. 06512, collects picture postcards, past and present, and would appreciate getting such items.

HAROLD COOK'S article on the Boston, Revere Beach & Lynn missed the point. What killed the narrow-gage line was the opening of the Sumner traffic tunnel, which enabled autos and buses to go direct from points served by the railroad to Boston without change. Previously, people had to ride the train, then a ferry, then a long walk to downtown Boston or a ride on the trolley, bus, or elevated. Naturally, they took the most direct route. Autos and buses formerly had a long roundabout trip. — Felix Reifschneider. •

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AMTRAK is covered in detail in this title for railroad buffs and anyone else with similar interests. The current fuel situation draws more attention to this title. Photos are of special interest. See review page 61.

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I HAVE just renewed my subscription to Railroad because: (1) The magazine now comes to Canada in a brown envelope, usually in mint condition, which it didn't used to do. Like a great many other readers, I save all issues. (2) Increased Canadian material. (3) I welcome your return to slick paper. — Roland Reeves, CP — PO Box 434, Alouette, Que., GOV IAO, Canada.

SOME Nova Scotians got their Christmas booze supplies early and free of charge, thanks to the Canadian National. Two boxcar loads (3,340 cases) of rye whiskey and Vodka were strewn about the landscape in a six-car derailment near Ingramport, N.S., a community of 200 residents, and CNR brass collars had to get rid of it. They ordered the booze buried with a bulldozer, in a swampland a few feet off the main highway, but many of the bottles came through unbroken, so local people "mined" the free liquor.

CANADIAN NATIONAL is running out of track and faces a major rebuilding job to provide new track, bigger yards, and expanded services. So said Keith E. Hunt, CNR Vice President for the Great Lakes Region, addressing the Windsor (Ont.) Traffic Club. Capacity has now been extended to the limit, he said, and expansion will be very expensive, in an era of unprecedented growth. He predicted that by 1985 the Canadian freight market will be twice what it is today and that railway transportation will be even more essential to the nation.

PREMIER Dave Barrett says that a recent $1.5 million study prepared by CP Rail and the Canadian National has confirmed that his proposal to transport Arctic oil south by rail is feasible. The report estimates that the rail line would cost $3.2 to $14.4 billion.

The study does not contain a cost comparison with the alternative pipeline routes, because no studies of capital cost and efficiency of pipelines have been made. It says, however, that the rail proposal is economically viable and offers operating performance comparable to suggested pipeline systems.

The "Way Out" scheme which Mr. Barrett first proposed to Ottawa and the U.S. in 1973 involves moving oil by rail through Alaska and the Yukon to Lower Post, B.C., where it would then be moved on to the U.S. through existing B.C. rail lines.

RUNNING a railroad requires people of many sorts, but by far one of most unsung positions is that of a train dispatcher. John Mellow is just one of 16 such indispensable people whose job is making certain that train traffic flows safely and quickly through Metropolitan Toronto.

From his windowless office in Union Station, five evenings a week, Mr. Mellow ensures that CP Rail as well as Canadian National and GO Transit trains don't end up on top of each other. In front of him is a large board that shows interchanges, diamonds and assorted spurs or sidings.

Before a train passes through Toronto, the train engineer checks through the dispatcher's office to make certain that everything is correct before proceeding through the maze of trackage. To the layman's eyes the board is a mind-boggling array of flashing lights and push-buttons. To the pro it's like breathing. On an eight hour shift, Mr. Mellow co-ordinates about 100 moves through the Toronto area.

For each of them, a written record is made on a large machine which also automatically registers the exact time. As the train moves through the yard its progress is constantly recorded, so when it leaves the area a report is available showing where it was going and how long it took to move.

If there are power changes or movements, these are written in a ledger. At the end of the shift the outgoing dispatcher has a complete diary of what happened on his shift, to bring the oncoming man up-to-date.

The unique characteristic of Mr. Mellow's board is a number of "diamonds". These "diamonds" are where CN tracks (also used by GO Transit) cross directly over the CP Rail line and in appearance look much the same as two main roads at an intersection. A keen eye is necessary as there may be 10 or 15 trains in the area at one time. •

MOVIN,' a beautiful, full-color, 18-page, Canadian National publication on thick coated stock, has just come to our desk. For one thing, it tells factually and pictorially about "The Company Store," which sells nostalgic railway artifacts, mostly by mail, to employees and the public. This store has been doing business since Jan. 1, 1972. Its next catalog will come off the press in about mid-May. For a free copy, write J. Norman Lowe, manager, Historical Projects, Operations, and Maintenance Dept., Canadian National Railways, P.O. Box 8100, Montreal, Que. H3C 3N4, Canada. Besides the sales outlet, trips behind steam loco 6060 are under Mr. Lowe's direction. Query him for details on excursions, photos and sketches of the 6060 and car "Pacific," brass number plates, a 12-minute color film documentary on the age of steam, and steam sound record. •

A CENTURY AGO, the Baltimore & Potomac erected a roadhouse next door to a small church in Washington, D.C., touching off a chain of legal activity that may now affect the completion of the Metro subway system, Jack Eisen writes in the Washington Post.

The Fifth Baptist Church, claiming that the chugging and clanking of engines drowned out the sermons of its preacher, while smoke and cinders made parishioners uncomfortable, sued the railroad. After taking the case to the U.S. Supreme Court, the church won $4,500 in damages.

Lawyers for a group of homeowners along Yuma Street NW, in a quiet residential section of the North Cleveland Park neighborhood in the nation's capital, came across the roundhouse case in seeking legal precedents to support their arguments for preventing the construction of a subway tunnel 100 feet underground.

In a complaint submitted recently to U.S. District Judge John H. Pratt, the subway opponents cited some of the words of Supreme Court Justice Stephen J. Field, who delivered the high court's opinion in 1883.

"Whatever the extent of the authority conferred (in the railroad franchise), it was accompanied with this implied qualification that the works should not be so placed as by their use to unreasonably interfere with and disturb the peaceful and comfortable enjoyment of others in their property."

Elsewhere in the opinion, some of which was cited by Metro lawyers in their rebuttal to the homeowners' complaint, Justice Field made it clear that the roundhouse was no ordinary nuisance.

"The hammering in the shop, the rumbling of the engines . . . the blowing off of steam, the ringing of bells, the sounding of whistles, and the smoke from the chimneys, with its cinders, dust, and offensive odors, created a constant disturbance," Field declared. "The noice was often so great that the pastor's voice while preaching could not be heard . . . Plainly the engine house and repair shop . . . were a nuisance in every sense of the term."

Metro's subliminal vibration will not remotely approach the degree of impact, the transit authority's lawyers argue.

After the 1883 decision, B&P paid the $4,500 promptly, enabling the congregation to retire the mortgage on the building. The roundhouse, which had served an old passenger station on the present site of the National Gallery of Art, was removed when the present Union Station was built north of the Capitol in the early 1900s. Freight sidings now occupy the roundhouse site. •

Overseas Railroading

INDIA'S railway minister, Lalit Narayan Mishra, died of injuries received in a bombing at the opening of a new railway line in Bihar, his home state. He had been a confident of Prime Minister Indira Gandhi and a fund-raiser for the ruling Congress Party.

ZVI TSAFIRI, the new director general of Israel Railways, says work has just started on the extension of a rail line from Oron southward to the rich phosphate fields of Hor Hahar and the building of a bridge over Nahal Tsin, which will be the nation's longest bridge. This job employs 350 laborers, construction engineers, and technicians, among them many newcomers from Russia.

THE WORLD'S largest waiting rooms are in Peking Station, Changan Blvd., Peking, China, opened in September, 1959, with a capacity of 14,000 persons. •

Caboose-Riding Bulldog

SOME years ago, when I was braking on the Burlington between Sterling, Colo., and Alliance, Neb., my conductor, Fred Singleton, told me about Buster, a white bulldog he used to have. That animal rode the caboose for years while Fred was running through freight. In fact, he had a favorite corner seat just opposite the skipper's desk. Any brakie who inadvertently sat down on it was promptly routed by growling and a show of canine teeth.

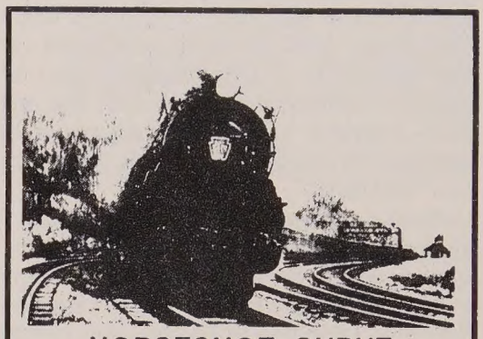
One morning the trainmaster got on at Sidney, Neb., and occupied that seat. Buster was up in the cupola. Witnessing that act, he dropped from his high perch with a flying leap that threw the unsuspecting trainmaster onto the floor. The visitor took it good-naturedly, but thereafter avoided Buster's pet seat whenever he boarded that waycar. My friend was the kind of conductor who had his rear brakeman call every train-order signal whether the station was open or not. If there was none, the shack announced, "No board," which Fred invariably repeated.

Fred told me: "Buster could be sleeping in his corner while I sat at the desk writing reports, but just before we'd reach the mileboard at an open telegraph office he'd hit the caboose floor and bark up at the cupola to warn the brakeman to speak his piece."

A man living at Sidney had a handsome white female bulldog that looked like a twin to Buster. One fine spring day he brought her down to the station to show Fred how much the two creatures resembled each other and asked that Buster be allowed to mate with her and produce puppies. Well, the season was right for romance. Fred loaned his mascot for overnight to the man, who promised to bring him back to the station when the freight crew returned from Sterling. But the next morning, while Fred was eating a breakfast of coffee, fried eggs, and potatoes in the caboose at Sterling, he heard a scratching at his back door. Opening it, he found Buster, tired and bedraggled, with feet bruised and torn.

"I was mad as hell," he told me, "and was going to look the man up when I got to Sidney and punch his nose for turning Buster loose. But before that could happen, he phoned long-distance from Sidney to say that my dog had run away."

Buster had been locked in the basement with the female dog, but when the train whistled off decided he'd rather be home with Fred than stay all night with his lady-friend. He made such a noise and jumped up at the window trying to get loose that the female dog's owner let him out into the fenced-in back yard. Buster cleared that five-foot fence and took off on a dead run for the depot. By walking on the railroad right-of-way all night long for 50 miles, he arrived at Sterling before the train pulled out. But it took him several days to recover from the exhaustion and sore feet. — Bill Church (MoPac conductor), 512 55th Terrace Dr., North Little Rock, Ark. 72118. •



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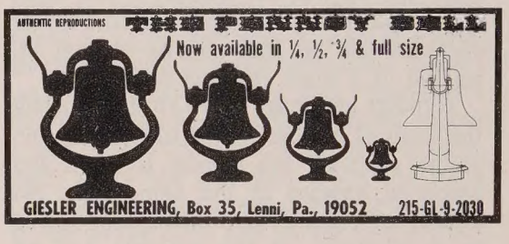
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STEVE MAGUIRE'S

TRANSIT TOPICS

TORONTO Transit Commission has approved heavy maintenance work on 22 additional PCC cars for service on the new line along Spadina Avenue, which is expected to be in operation late in 1976. Aside from them, 150 are being overhauled for the rest of the TTC rail system. Cost of repairs is estimated at $495,000. This will make a total of 172 PCC's being rebuilt. In addition, TTC is expected soon to order 200 new tramcars.

Plans have been dropped for "Go Urban," an experimental magnetic levitation train system which Krauss-Maffel of Germany was to have built for the 1975 Canadian Nationals Exhibition in Toronto. Apparently West German design and construction engineers were too optimistic about the time and costs involved. Both the mag-lev (magnetic levitation) and the propulsion systems turned out to be far more complex and to need more development time than was anticipated. Mag-lev is not exactly new. Since the turn of the century it has been known that the conventional electric motor could be laid out flat and its magnet attracted to a linear reaction rail.

If motor and magnet are stretched along the base of a vehicle over such a rail, and power supplied, the vehicle is lifted and propelled forward at the same time. No wheels are required and the reactor serves as a guideway. If the principle can be applied to mass transit urban vehicles, it obviously has great advantages. But adapting it to the curves, stops, and switching and entraining requirements of urban transit has yet to be shown, even for demonstration.

In Quebec, too, the Krauss-Maffei mag-lev system is eliminated in favor of the traditional electric railway for the new line linking Montreal and the new Mirabel Airport. Quebec authorities favored the proposed $438 million system because of doubts about the performance, reliability, and cost of other systems.

Peter Witt car No. 2300 being unloaded at Toronto Transit Commission Hillcrest Shops on November 21, 1974. Such equipment was once common trolley sight, now few in numbers.

Photograph by Walter Bedbrook

OFFICIALS of Skokie, Illinois, are working with the North Suburban Mass Transit District and the Chicago Transit Authority to plan extension of the Skokie Swift rapid transit line north from Dampster Street, its present terminal, to Willow Road or Lake-Cook Road in Northbrook. There will be studies of potential ridership, design, operation, and location of stations on the route along the abandoned North Shore right-of-way, so that plans and blueprints to get Federal funding can be completed in a year or two.

The Dempster Street terminal area is busy and has so many traffic jams that an extension to the north is necessary. Skokie officials feel it could be built in 5 to 10 years.

IF THE NOISE from wheels on the new light rail vehicles now being built for Boston and San Francisco seems to be at a minimum, it may be because Acousta Flex wheels are used on the cars through a $1.2 million contract with Standard Steel of Burnham, Pa. This is the first large-scale revenue service use of acoustic wheels in the United States.

In constructing the new wheels, a silicone rubber element pressure-injected between the aluminum center and an encircling steel rim absorbs energy before it can vibrate the center and radiate noise. The aluminum center also lessens wheel weight. Acousta Flex wheels for the Boston and San Francisco cars will weigh 260 pounds each. Equivalent all-steel wheels would weigh 50 percent more. The State-of-the-Art cars recently tested on rapid transit lines in the U.S. are equipped with the new type wheels.

PORT AUTHORITY TRANS-HUDSON cars are having their numbers painted on the roofs like those of police cars and some highway trucks, for identification purposes. The new Journal Square station has the dispatcher's booth elevated over the tracks. Roof numbers will help with car identification by the dispatchers and also in the car yards at Henderson Street, Jersey City, from an overhead view.

TWO Federal grants totaling $136,484,000 have been made to the New Jersey Department of Transportation for transit im-

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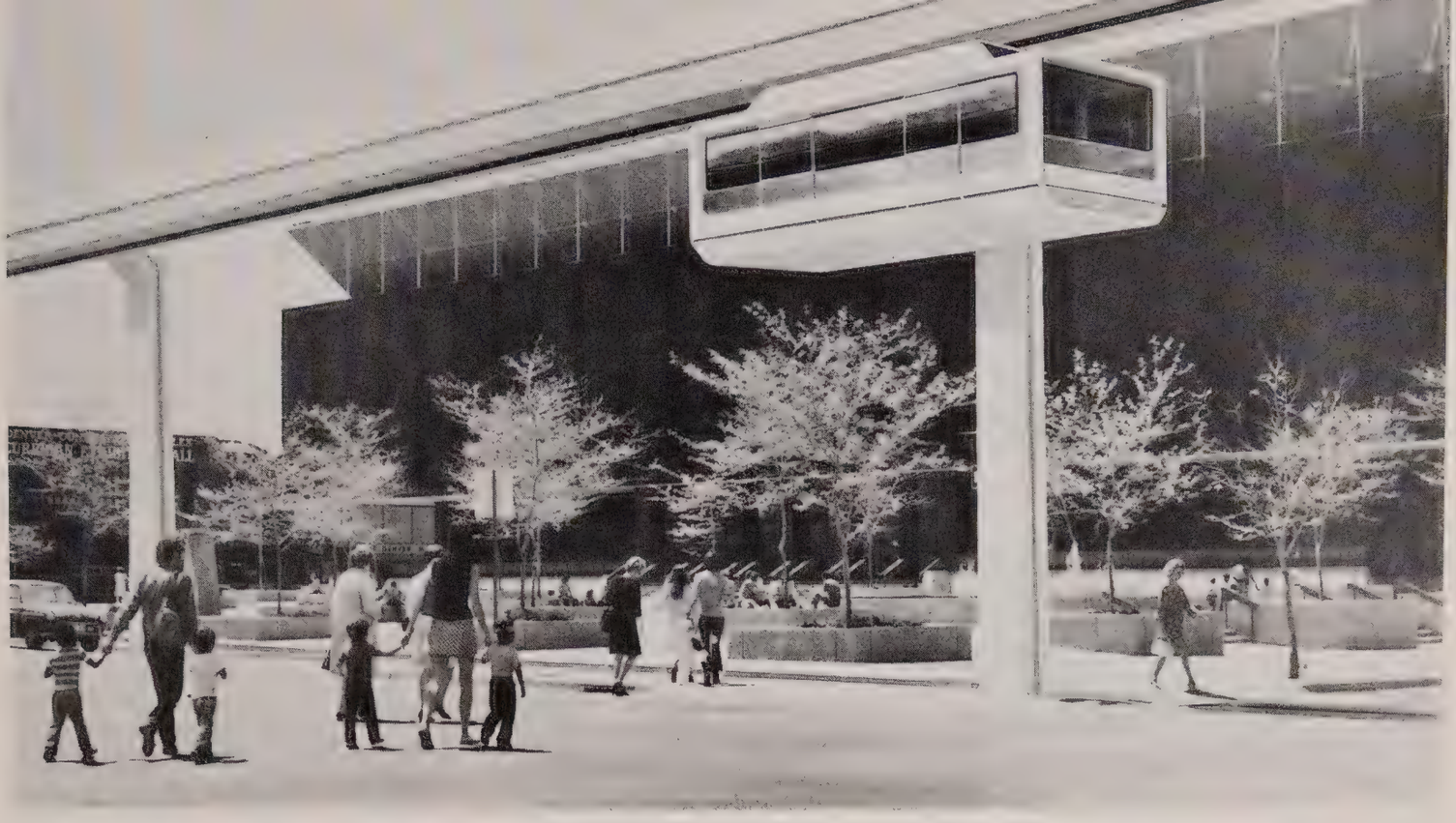


Rohr Industries concept for personal rapid transit (PRT) calls for computer-controlled six-to twelve-passenger vehicles suspended below a narrow overhead guideway. The concept has been under development since 1968 and was first demonstrated publicly at the Transpo '72. It provides for safe vehicle running at 2 to 4-second intervals. PRT may be in store for several cities around U.S.

provements. Previous to this, the state had received only $41.7 million since the inception of the urban mass transportation capital assistance program in 1964.

A $76,484,000 grant would help to pay for 160 new electric commuter cars for use on the Morris & Essex Division of the Erie Lackawanna. These cars are replacements for existing electric cars which average over 47 years of age. The new cars will be similar to and interchangeable with the 110 cars soon to be placed in operation on the Penn Central's Trenton-New York service, also purchased by the State of New Jersey with Federal aid.

AUTHORITIES studying plans for a new transit line between Dallas and Fort Worth, Texas, have dropped their original proposal of a tracked air-cushion vehicle (TACV) that rides on a guideway while levitated a few inches above ground by high-pressure fountains of air. Instead, they are interested in a steel-wheel, electric, rail line similar to that of the Bay Area Rapid Transit (BART), according to Tapt-Line, published by the Texas Association for Public Transportation, 2408 Ward Rd., Austin, Texas. The plan was changed because of problems in switching, one-directional operation, and inability to operate in trains.

The Dallas-Fort Worth line, which is proposed to serve the new Worth Regional Airport, requires a vehicle that can be coupled into trains to meet capacity requirements, can switch tracks rapidly, is reliable, and is double-ended. TACV would have required large underground turntables at each end of the line, costing more than a quarter million dollars each.

The final engineering report indicates that TACV operating cost would be 20 percent more per vehicle-mile than a steel-wheel system. Critics contend it is wasteful because it uses as much energy per passenger-mile as does a jet aircraft. Top speed of TACV was intended to be 150 miles per hour which would be fully achievable with a steel-wheel system.

WE are still getting occasional letters prompted by our story in July '73 of the Victory Park Railway that ran many years ago at Put-in-Bay, Ohio, located on South Bass Island in Lake Erie, Mo.

Capt. Herbert W. Dosey, 3076 Lincoln Blvd., Cleveland Heights, Ohio 44118, recalls that he was a motorman for the line when he was 17 years old and lived with his family in a summer home near the car barns.

As the line had a passing track only at Perry's Cave, the halfway point, the first car to reach the siding waited there for the other car. After Labor Day and before the line shut down for the winter (it had no closed cars) the powerhouse stopped operating at 5 p.m. If the motorman had not returned there by that time, he had to leave the trolley where it stopped, without power, and walk home. Next morning he got aboard, put the controller on the first notch, and waited for the car to start moving when the power house began generating for that day.

During the summer Put-in-Bay was a busy center, bringing crowds daily by steamships from Cleveland, Detroit, Toledo, Sandusky, and Port Clinton. Most tourists went to the Victory Hotel at the other end of the two-mile line.

Capt. Dosey writes: "On one occasion I was running a bit late from the hotel with a load of folks heading for the steamship Frank E. Kirby, that was docked at Put-in-Bay and ready to leave for Detroit. When I was on the down grade into Put-in-Bay I heard her blow her whistle for departure and I kept the old Thompson-Houston controller open all of the way into town. The track crossed the main street (Catawba Avenue) to run on the other side of the road in front of the stores near the end of the line and a drizzle had made the rails rather soapy.

"I wound up the hand brake, the wheels locked, and we slid to the end of track, hitting some old ties piled at the rail ends, the car went right off the track and buried its front truck in the ground. The passengers scrambled and ran to the ship that had waited for them with Captain Fox on the bridge. The trolley line had a little office right where the trolley was axle-deep in mud. Superintendant Gascoine rushed out of it and told me with eloquent profanity that I was fired. They rounded up all the horses on the island and pulled my car, No. 3, back on to the rails, none the worse for the ditching.

"Next day I wandered over to the powerhouse, which was near my home. Old man Walker, the boss there, wanted to know why I was loafing around. When I said Gascoine had fired me the day before, he exploded, saying: 'Well, that was yesterday. Now get over to the barn and take your car out as fast as you can.'"

In later years Capt. Dosey was a motorman for the Cleveland & Southwestern Ry., an interurban line. He is now chairman of the museum operating committee of the

Airtrans vehicles are provided with brushes which contact rails along the guideway to furnish power to the vehicles and a transmission path for the automation controls. This type of car is used on the line serving the Dallas-Ft. Worth, Texas, Regional Airport.

Photograph by General Railway Signal Company

Great Lakes Historical Society at Vermilion, Ohio. In retirement, he rebuilds ship models and has an operating half-inch-scale interurban layout in his basement, with eleven cars; each of which took him one year to build.

A HISTORIC four-wheel trolley car that ran on the streets of Washington, D.C., from 1898 to the end of service has finally made it to the Smithsonian Institution in that city. The car, No. 303, was built by the American Car Co. of St. Louis and ran on the 7th Street line of the Capital Traction Co. for many years. Along with a trailer of similar design numbered 1512, it was preserved in the Georgetown car barns for a long time after the end of its service and was used in parades and on fantrips several times during the 1940s and 1950s.

Car 303 was owned by O. Roy Chalk, president of the D.C. Transit System. After abandonment of that system in 1962 efforts were made to place it in the Smithsonian, but the offer was refused then on the ground that the great museum had insufficient space, in addition to which it already had a small model of such cars. According to C. Richard Kotulak, 3203 27th Ave., Washington, D.C. 20031, the 303 is now on exhibition in the newly-opened Railroad Hall at the Smithsonian. Its mate, No. 1512, the trailer, will soon join it, both as donations from Mr. Chalk.

Washington's first streetcar, a horsecar, went into service in 1862 and the city's first electric car in 1888. A photograph recently published in this department was erroneously captioned as an 1859 Washington horsecar, when in fact it showed only the body of a Baltimore horsecar with rubber tires used in parades in that city in the 1930s. Unfortunately, your Transit Topics editor is not able to check all photos used in this department before the magazine goes to press, which explains, why the mistake was made.

NATIONAL CAPITAL Trolley Museum, located in a state park on Bonifant Road in Wheaton, Md., will soon become the second trolley museum to have a loop at each end of the track. This improvement will make it unnecessary to back up single-ended equipment at the end of a run. First line to have loops at both ends was the Columbia Park & Southwestern at Olmsted Falls, Ohio. During the winter, the outer loop of the one-mile line at Wheaton was graded and ballasted, and by spring the overhead and rail should be completed.

Out in California, the Orange Empire Trolley Museum has suffered from thefts at its unprotected property. To forestall any more such losses, it must fence in most of its property, which will be expensive. Thieves stole over $2000 worth of steel wheel sets, transfer table parts, and structural steel intended for the new shop building. More than $10,000 is required to replace these losses. Donations may be sent to OETM, P.O. Box 548, Perris, Calif. 92370.

PIEDMONT & NORTHERN, The Great Electric System of the South, by Thomas T. Fetters and Peter W. Swanson, Jr., 176 pages 8½x11" hard cover, available from the publisher, Golden West Books. for $14.95, or from Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y.

The Piedmont & Northern Railway, largest interurban line in the Southeast, is covered historically with text matter, photos, drawings, roster, and an index, from its beginning in 1910 until its discontinuance of passenger service and dieselization in the 1950s. Built by the Duke interests in two isolated divisions, one in North Carolina and the other in South Carolina, it was a profitable venture because it relied heavily on freight traffic from the beginning. Even though never permitted to connect the two divisions, it was and is still a profitable railroad, now merged into the Seaboard Coast Line. The book is a good job of writing. It deals primarily with the years of electric operation and there are many well-reproduced views of this service. Golden West Books are notable for their high quality of photo reproduction. In this case we would say that the 225 illustrations are, alone, well worth the price of the volume.

RAPID TRANSIT fans who do not pay close attention to the "Books of the Rails" department elsewhere in this magazine every month may have missed the review of Jack R. Wagner's recent work, "The Last Whistle," in our December '74 issue. This 136-page book tells the story of the Ocean Shore Railroad, which was originally intended to be an 80-mile interurban from San Francisco south to Santa Cruz, Calif., double-tracked all of the way. The earthquake of 1960 shattered this dream. The line, then under construction, ended up as a single-tracked steam road in two separate sections, but which had a short piece of electric freight trackage at San Francisco and was served by three electric locomotives built in the company shops. Published by Howell-North, this book can be obtained from Book Service for $6.50 from Railroad Magazine Book Service.

New Electric Publications

TROLLEYS OF THE PENNSYLVANIA DUTCH COUNTRY, by John D. Denny, Jr., 56 pages, 8½ x 11", stapled binding, may be had for $2.50 from the author at 227 Cherry St., Columbia, Pa. 17512 (Penna. residents add 15¢ sales tax). Prepared in 1970, this book is still available and covers in old photos and brief text the story of a dozen trolley lines, more or less between Reading and Harrisburg, Pa. Most of the views are rare old ones, mainly because some of the lines disappeared long ago. One interesting company covered is the Gettysburg Electric Railway that ran trolleys through a park until 1917.

TROLLEY COACH NEWS, a quarterly magazine for those interested in trackless vehicles, continues to be published by the North American Trackless Trolley Coach Assn., 1042 Bardstown Rd., Louisville, Ky. 40204. The Fall of 1974 issue, 55 pages, includes battery buses, Czechoslovakian trolleybuses, Niagara Frontier area developments, and express trolleybus service. Available at $4.20 a copy.

The Trolley Coach in North America, by Mac Sebree and Paul Ward, 416 pages, 8½ x 11", hard cover, published as Interurbans Special 59 by Ira L. Swett, 17309 Alexandra Ave., Cerritos, Calif. 90701, at $19.50 from Ira, if trolleybuses interest you, you will probably enjoy this, the second big book on the subject in one year. It covers much of the same material as Transit's Stepchild, the Trolley Coach, which came out a year ago, but has hundreds of different photos, maps, and original rosters of all North American trackless lines.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. Anything new on CP Rail electrification?

No. Electrification of CP Rail's mainline between Calgary, Atla., and Vancouver, B.C., is at least 5 years and $250 million away. Such electrification is not even a possibility until CP Ltd. is assured that Ottawa is no longer considering nationalization of its system. Estimated savings resulting from electrification could equal the minimum rate of return of investment desired, reports Canadian Rail magazine. With a 50kv system and feeder sub-stations at 50 to 70km intervals, capital costs could be kept to a reasonable level.

2. Where is the world's largest vertical lift railroad bridge?

Penn Central's Buzzards Bay bridge over Cape Cod canal in southeastern Massachusetts probably earns this distinction. It has a clear span of 450 feet. Its towers are 210 feet high and the lift rises to 135 feet above high water in 90 seconds. The bridge, built in 1934, often served as a prototype for model railroad layouts, but is seldom used by rail traffic these days and spends most of its time in an "up" condition.

3. Tell me about the Macon & Birmingham.

The M&B Ry. was chartered in Georgia on May 27, 1896, a successor to the Macon & Birmingham R.R. It extended from Sofkee to La Grange, Ga., 96.87 miles. Trackage rights were maintained over the Georgia Southern & Florida Ry., Sofkee to Macon, 8.13 miles. Some 230 miles of the line owned four locos, five passenger cars two baggage cars and 124 freight cars. By 1922 equipment had dwindled to one loco, one passenger car, nine freight cars, and ten service cars. It was abandoned in 1908.

4. When were reefers first used?

The first refrigerator cars began service on the Northern New York R.R. (later part of the Rutland) on July 1, 1851, when eight tons of butter were moved from Ogdensburg, N.Y., to Boston, Mass., in a wooden boxcar insulated with sawdust.

5. What is meant by a ton-mile?

This is one ton moved one mile. In 1973, as an awesome for instance, America's railroads hauled an estimated 859 billion ton-miles of freight. That's 4,090 ton-miles for every person in the country and as much as was hauled by all the trucks, airplanes and barges combined. By 1990, the railroads expect to be called on to move about 1.6 trillion ton-miles of freight annually! That will be more than 6,400 ton-miles for every man, woman, and child likely to be alive at the time.

6. Where was the Clover Leaf Route?

The Toledo, St. Louis & Western, with 449.71 miles of trackage, extending from Toledo westward through the fertile expanses of Ohio, Indiana, and Illinois to St. Louis. Incorporated in Indiana July 5, 1900, as successor to the Toledo, St. Louis & Kansas City, it hauled chiefly lumber, grain, and livestock.

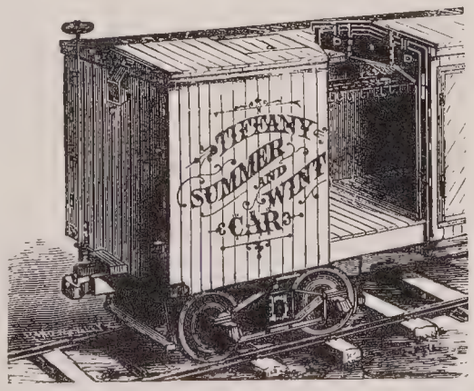
7. Words wanted to "The Whistle of the Train," by Gordon Seagrove.

Across the dun and dreary hills
When stillness haunts the night,
There comes a melancoly cry
As of a bird in flight.
O'er reeded lake and willow wood
It comes — a sad, sweet strain,
And wakens memories long dead—
The whistle of a train.

How many loves are kindled new,
How many child's eyes light,
When O'er the darkened countryside
The voice steals through the night!
How far away and yet how near,
Now here, now gone again;
How many ears are strained to catch
The whistle of a train!

8. My husband is planning to retire this year at 62, with ten years' service on the Louisville & Nashville. Am I, as his wife, affected by the new railroad retirement legislation?

Yes. For an empolyee age 62 to 64 with less than 30 years service, whose regular annuity began after Dec. 31, '74, the new law lowers the age required of such an employee for his wife to be eligible for a spouse annuity. The employee now needs to be only 62 for his wife to receive a reduced annuity at age 62 or a full annuity at 65, or at any age if she has a minor or disabled child.



Advertisement that appeared in the 1879 Car Builders Dictionary showing a partial interior view of a link-and- pin reefer car.

9. What was Winnipeg's first electric line? Last one?

The Osborne St. route, which began service on River Avenue along Osborne Street to River Park on July 1, 1891. Service ended 59 years later when car 796 made its last run on July 2, 1950.

10. Which road was the SFC&W?

The Salem, Falls City & Western, a standard-gage line in Oregon, projected from Salem to the Pacific Ocean, 65 miles. Chartered Oct. 22, 1901, it was completed to Falls City in 1903. In 1905 it was extended westward into timber country, about 4 miles. The company had the right for five years, beginning in 1903, to run a train a day over Espee tracks between Dallas and Newburg, 38 miles. In 1907 the SFC&W had for locos, one combination car, one boxcar, 25 flats, and two service cars. Later the SP absorbed it.

11. What was the "Talcum Powder Special"?

This title was originated many years ago by an imaginative Long Island R.R. freight brakeman aboard an ash train after the Board of Health in Brooklyn, N.Y., had required that each loaded dumpcar filled with ashes or refuse be fully covered by a large tarpulin, tied down with ropes so the ashes wouldn't scatter to the four winds. In those days coal was the main source of fuel for kitchen ranges, house heating, and industrial plant use. The fill from the "Talcum Powder" trains in the Corona-Flushing area was the site of the World's Fairs, 1939-40 and 1964-65.

12. Right or wrong? The Denver & Rio Grande at one time had standard-gage track running out of Durango, Colorado.

Right. In Sept. 1905 the D&RG opened a 47.66-mile standard-gage branch from Carbon Jct. in Durango down to Farmington, N.M., to keep the Espee from pushing its proposed Arizona & Colorado R.R. up through the San Juan basin to reach important coal fields. As all connecting lines to Durango were narrow-gage, an awkward situation prevailed. So in 1923 the Denver & Rio Grande Western changed its isolated standard-width branch to three-foot gage. The D&RGW had been incorporated Nov. 15, 1920, to take over the D&RG.

13. Who was Nellie Hand?

She was a New Jersey "Kate Shelley". Walking to her home in Trenton on the dark and stormy night of Dec. 11, 1905, Nellie noticed a shed blown down on the Philadelphia & Reading tracks. Grabbing a lantern from a nearby crossing, she dashed up the tracks and furiously waved at the engineer of the Trenton-to-New York train. The express screeched to a halt, but the heroine disappeared into the gloom. Five days later the railroad located Nellie and offered her a reward, which she refused, saying, "Anyone would have done it."

14. Any info on the Burlington, Cedar Rapids & Northern?

It was organized in 1876 as successor to the Burlington, Cedar Rapids & Minnesota, built a few years previously. Its mainline ran from Burlington, Iowa, to Albert Lea, Minn., and from Vinton, Iowa, to Watertown and Sioux Falls, D.D., some 532 miles. Before joining the Rock Island in 1903, it owned 126 locos, 66 passenger cars and several thousand freight and service cars

15. Brief history, please, of loco headlights.

In 1840 a clipping from a Boston paper announced that the Boston & Worcester was introducing "a very bright headlight with powerful reflectors" for engines scheduled to run at night. Since then there have been many varieties of headlights. In the 1850s the "box" types were designed to match the generally ornate locomotives. About 26 inches high and 23 inches wide, they were often elaborately painted and usually had a 17-inch reflector of polished glass and a lens 21 inches in diameter. Some box headlights were ornamented with pictures of animals, flowers, coats-of-arms, landscape scenes, and occasional portraits.

When engine designs reached more conservative levels, decorative schemes for headlights were toned down, becoming more practical. The placement of the lights on an engine often changed. From a bracket extending ahead of the smokebox, the lamp was moved back atop it, and then forward again, and in many instances down to boiler center-line. Actually, old oil-headlights gave poor illumination. In 1908 the Boston & Maine introduced lighting by acetylene. Eventually the ICC required the use of all-electric headlights.

16. How are Britain's electric "Scots" working out?

British Rail News reports an increase of 57 percent in passengers using this newly-electrified Anglo-Scottish service, even exceeding BR's own initial estimates. Glasgow/Edinburgh-Birmingham/Bristol passengers have soared to a 116 percent increase, while Glasgow/Edinburgh-Liverpool/Manchester are up 51 percent. An outstanding successes of the new electric service is the "Clansman," the day train between Inverness and London. This daylight increase has not in anyway effected the load on the night run.

17. In old rail slang, what were the following: (1) beanery, (2) bindle stiff, (3) bull, (4) dingdong, (5) gandy dancer, (6) scizzor-bill, (7) thousand-miler, (8) traveling grunt, (9) varnish, and (10) wabash?

(1) Railroad eating house. A beanery queen was a waitress. (2) Hobo who toted a blanket and used it wherever night found him ("bindle" is a corruption of "bundle"). (3) Railroad police officer, also called a flatfoot or gumshoe. But the distinctive rail terms are cinder dick and 'bo-chaser. (4) Gas or gas-electric coach, often used on small roads or branch lines not important enough to support bigger train service; also called doodlebug. (5) Track laborer, orignating from the Gandy Manufacturing Co. of Chicago, makers of track tools. It was also the name of old Irish jig. (6) Uncomlimentary term referring to yard or road brakeman and students in train service. Also applies to any individual holding a job for which he is unfitted. (7) A shirt, usually black sateen, worn by railroad men, especially boomers, which was washed after every thousand miles or so of travel. (8) Road foreman of engines, traveling engineer (9) Passenger train. (10) To corner cars going into adjacent tracks. It also meant heavy fire in loco firebox.

18. How much added power did a booster give a steam loco?

The trailer booster added about 20 percent to the starting power of an engine, and the tender booster about 30 percent. It came in handiest when getting out of tight spots, starting fast, or climbing a stiff grade which might have stalled an engine without that extra bit of reserve.

19. Where was the El Paso Southwestern?

Incorporated in 1900 as a consolidation of the Arizona & Southeastern and the Southwestern R.R. of New Mexico, it acquired the New Mexico & Colorado in 1914. When taken over by SP in 1924 it owned 356 miles of track.

20. Did Kansas City Southern ever have articulated locos?

Yes, indeed. KCS had five: Nos. 752, 757, 759, 762, and 764, built by American in 1924. They were 2-8-8-0 compounds with 250 lbs. boiler pressure and 120,000 lbs. tractive force.

Running Extra

Where can I get a photo of locomotive builder John Headden, my great, great, great grandfather? Born either in New York or England, he served as master mechanic of the New Jersey R.R. & Transportation Co. in the 1860s and later became superintendent of construction at the Rogers Locomotive Works, Paterson, N.J. He died in 1901. — Richard Elliott, 617 Ridgeland Terrace, Englewood, N.J. 07631. (Note from Barbara: Try the picture collection of the Library of Congress, Washington, D.C.)

What brought about the end of Fairbanks Morse? How many roads bought FM diesels? Are many running today? — Lewis Harrison, Box 457, Walhalla, S.C. 29691.

Anyone know where I can get a copy of the book "Rambling Rails," by Richard Lind? — Charles Johnson, Box 213, Cadillac, Mich. 49601.

Enjoyed reading in July '74 issue about the Hoosac Tunnel. The first time I went through the tunnel was in 1905 on an accommodation train, heading for school in Massachusetts. The engine burned coal. I remember the conductor and brake-

Some loco headlights were traveling art galleries. Betty Bartholomew poses beside one of them to give you some idea of huge size.
California-Nevada Railroad Historical Society

Beanery queens at the Harvey restaurant in the Santa Fe station in Syracuse, Kansas, about 1890. It was hustle and bustle when train arrived for short stop. Many of these girls married railroad boomers and thus helped settle the Old West. Most Harveys are gone.

man closing all car windows and lighting the coal oil lamps. Some lady passengers were overcome with the coal gas and smoke. — Howard Lowry, 55 E. Main St., Johnstown, N.Y. 12095.

When did Casey Jones's fireman, Sim Webb, die? — W.E. Miller, 16-260 Southwood Dr., Galt, Ont. N1S 3S6, Canada.

Researching on the Nevade-California-Oregon Ry., I ran across an item indicating that a George A. Martin was accepted as a member of the Old Time Telegraphers and Historical Assn. on April 20, 1926. Anyone know about the OTTHA or George Martin? — Thomas Armstrong, 2538 Fountain St., Box 1416, South Lake Tahoe, Calif. 95705.

I have a good photo of Rock Island 4-6-0 No. 805, for which I seek historical info. Was she built about 1890? — John Mahitka, 29 Southbridge St., Warren, Mass.

On which railroad did the famed Worchester Salt Special run in Sept. 1904? Where did it start and end? — R.S. Copeland, Box 194, Conneaut Lake, Pa. 16316.

Who knows what happened to CP's 136, 144, and 2929 that ran for years in New Brunswick, Canada? The 2929 was the last live steamer to serve Frederickton. Eight-wheelers 136 and 144 ran on the Norton-Chipman line for a long time, I believe until the late 1950's, when the rail taken up. The now extinct Frederickton Model Ry. club tried to save them, but failed, due to lack of time and money. — Ernest Smart, Wilson's Beach P.O., Campello Island, N.B. Canada.

I want history and info on Hocking Valley R.R. and would like to buy a set of U.S. railroad maps for the period between 1916 and 1925. — James Leininger, Box 407, Port Barre, La. 70577.

Who has copies of Railroad magazine carrying 1920-40 New Haven rosters? — Austin Wright, 3454 Lyleburn Pl., Cincinnati, Ohio 45220.

I have an old blue glass lantern with a brass plate reading "US/x-12 Beacon (Train Light)." Anyone know about it? — George Larned, Box 263, Sunset Dr., Bedford Hills, N.Y. 10507.

In 1953, I saw three steam locos at the Ivy City roundhouse, Washington, D.C., with numbers 6000, 6007, and 6009, or they might have been 600, 607, and 609. Who owned them? B&O rosters don't list them and at that time RF&P was supposedly diesel. Could they have been Pennsy power? — Bruce Monson, 1312 Worcester Dr. N.E., Grand Rapids, Mich. 49505.

Re query by Joseph Kayda in recent issue, Chicago & Alton 700 was the 2nd 700, the first having gone, I believe, to the C&O. The 700 and 701 became Alton R.R. (B&O) 7495 and 7496, KK-3, and remained in service until 1938 when both were scrapped. — Ivan Sanders, 509 Second St., Brownsville, Pa. 15417.

Where are the following main offices located: Canadian National, CP Rail, and British Columbia Ry.? — G. Rumler 34 Yarrowee St., Sebastopol, Victoria, Australia 3356.
(Note from Barbara: CN, 935 Lagauchetiere St., W., P.O. Box 8100, Montreal 101, Que., Canada; CP, Windsor Station, Montreal, Que., Canada; Bc, 1095 W. Pender St., Vancouver 1, B.C., Canada.

Info wanted on Escanaba & Lake Superior R.R. — H. E. Ashcroft, 751304-AHCB0304H91, Glenwood City, Wis. 54013.

Info wanted on Baldwin Westinghouse loco 60688, built in Jan. 1929. Also the words to "Tennessee Central No. 9." — Allen Parsons, 148 South Wayne St., Danville, Ind. 46122.

I need history, rosters, pix of the Louisiana & North West R.R. — Dale Miller, 2515 S.W. Plum Court, Portland, Ore. 97219.

Tell me about Vulcan Duplex steam locos. The only one I've seen was Dick Const. Co. 4163. Were there others? How many? Any other wheel arrangements besides 0-4-0-0-4-0? If Dick was the only customer, where was Duplex used? What type of service and how long did she run? — Wm. B. Randolph, Box 4204, Baltimore, Md. 21205.

Info wanted on the one-block rapid transit that ran in Teaneck, N.J., about 1910. — Joseph Beim, 302 Ave. C, Brooklyn, N.Y. 11218.

PHOTOGRAPHS OF THE MONTH

Winter comes early and stays late in Soo country at Plymouth, Minn., as snowplow extra clears mainline after blizzard in Jan. 1975.

George A. Forero, Jr., 3800 Macalaster Dr., Apt. 6, Minneapolis, Minn. 55421

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

"Muni" PCC 1125, heading downtown, rounding curve at 15th and Ulloa in San Francisco in '70, squeals greeting to Susan Schmidt.

Rail detector car No. 806 rests on a test track outside of the AAR Technical Center in Chicago where the new equipment was adapted to the existing test car. Test equipment is suspended beneath the right half of the car. The left half is the head end and contains the engine that drives the car. The car is now in use on various Milwaukee Road lines along with the two other rail testers in constant operation, both of which are magnetic. The ultrasonic detector on the 806 uses very high frequency sound waves to find flaws. Milwaukee officials consider the ultrasonic system a major advance over magnetic unit.

Milwaukee Road photograph

December 4, 1965, found Pickering Lumber Corporation's three-truck Shay No. 8 under steam at the Standard, Calif., mill. She had not seen regular service on the Pickering since 1960, but returned to the once-busy log rail scene for this one last trip for TV.

Photograph by Robert L. Hogan

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

Charlene Stichling films Amtrack's Silver Star on the Seaboard Coast Line at the Clearwater, Fla., station stop on January 12, 1975. Charlene is making a travel movie for the class that she teaches at Safety Harbor Junior High School.

The Silver Star at Clearwater that Charlene Stichling is filming.

Photograph by William T. Morgan

The catenary and super ballast is a characteristic of the Chicago South Shore & South Bend mainline looking west at the grade crossing by the first substation just west of South Bend, Ind., in 1974. Just to left, hidden by trees, is Penn Central (NYC) Toledo-Chicago line.

Charles Willer, 213½ W. Maumee, Angola, Ind. 46703

Nancy Gavette of Binghamton, N.Y., on a Florida vacation, descends from cab after her first locomotive ride. The engine is Jacksonville Port Authority No. 102, DS 4-4-1000, Baldwin-built, ex-Atlanta & West Point No. 667, photographed on June 19, '74. "Nancy is my fiancee," says photographer, "and the crew was very friendly." (Who wouldn't be, with such a pretty young lady around?).

Thomas Trencansky, 190 Lower Creek Rd., Apt. 70, RD #7, Ithaca, N.Y. 14850

Cabbage-stack Argent Lumber Co. No. 2-6-0 at Hardeeville, S.C., under cloudy skies in 1956.

Photograph by Mallory Hope Ferrell

Photograph by D.E. MacGregor

Kids at Union Station, Louisville, Ky., wave to families leaving for Florida on Louisville & Nashville South Wind streamliner on a late November day in 1969.

Tom Cheesborough, P.O. Box 324, Coconut Grove Stn., Fla. 33133

Bakehead's view from cab of ex-Savannah & Atlanta No. 750 hauling Atlanta Chapter, NRHS Dogwood Special, Gainesville, Ga., in '72.

October's bright, blue weather in 1974 was a good time for a railfan to be busy with his camera near Shore Tower as a Metroliner is about to zoom past, under Frankfort-Market Street elevated line. Scene is near Frankfort Jct., Pa., whose depot was razed long ago.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Tri-weekly Canadian National Winnipeg-Thunder Bay service is provided by RDC's shown here at train-order station at Mine Centre, Ont., Canada. Station can boast of a second trick operator on duty.

Photograph by George A. Forero, Jr.

Blue-eyed Sharon Needham, sophomore at the University of Tennessee, Knoxville, was elected "Miss Knoxville Transportation" by local clubs to spread good word about importance of transportation; in this case, railroad transportation on Louisville & Nashville.

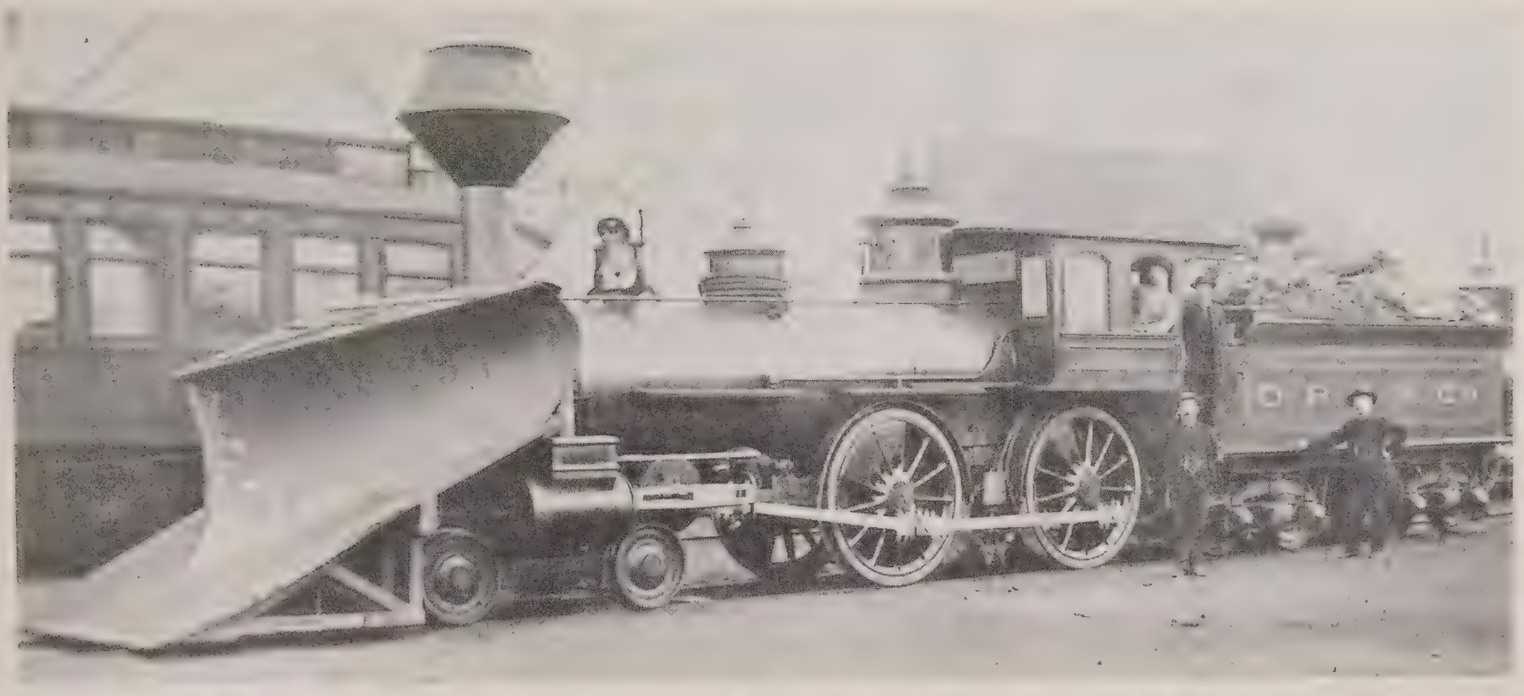
Earl Walker, staff photographer, University of Tennessee

Lehigh Valley train AP-1, the Apollo, is seen accelerating on Oct. 19, '74, from the interlocking at Batavia, N.Y., for a Norfolk & Western connection in Buffalo, some 40 miles farther west. At Buffalo, N&W power will replace LV locos, and the Apollo will continue its run into Chicago. The Penn Central (NYC) mainline is less than 100 yards left of scene where picture was taken. Camera used was a Bronica S-2A 2¼x2¼ inch format with Nikon 75mm F 2.8 lens shooting Plus-X Pan Pro film at 1/250 sec.

William A. Mammoser, 132 Truesdale St.,
Rochester, N.Y. 14615

Roseville, Calif., hostler Gwen Morris backs SD-9 4317 onto a flanger for a snow removal job over Southern Pacific's famed Donner Pass route. The petite blonde handles the locomotive with ease and will soon be eligible for engineer's training. Gwen, 5' 1" tall, slides gracefully into the cab.

Ken Yeo, 3320 Churchill Rd., Auburn, Calif. 95825



Eight-wheeler No. 62 of the Oregon Railroad & Navigation Co. equipped with one of the time-honored old wedge plows. This loco was one of those used in attempting to open the OR&N line blocked by deep snow late in 1884 and early 1885. Anyone know scene of picture?

SNOWPLOW JOB

by William F. Knapke

YOU HADN'T been braking very long, that raw winter morning when you stood at the window gazing out at snow drifted high against the fences. Big softly-falling flakes of the night before had changed to fine, hard-driven stuff that was almost like sand driven by a howling wind. You thought of your pal, Charley, who must be out on the line somewhere battling the storm to get his train through the terminal. Though you felt sorry for him, the mental image of that train made the snug warmth of your living-room all the more comfortable.

Then your dad, a freight conductor, rose from his seat by the flowing base-burner and joined you at the window, watching the blizzard with troubled face.

"How many times out," he asked, "were you when you got in yesterday?"

He was referring, of course, to the number of men on the extra board who'd be called ahead of you.

"Four times out," you said. "Why?"

"Well, this has all the earmarks of a snowed-in division; and if they have to run a plow train you stand just about right to catch it. That's one damn cold, disagreeable, dangerous job. I hope you won't get it, at least until you're more experienced.

That reference to your inexperience didn't set so good with you. Like the other sons of railroad men, you knew your job by precept, book, and rote. Even though you had learned, since going on the board, of the vast difference between academic knowledge and the real doing it, the fact that your dad spoke of more experience sorter made you feel he relegated you to the student class, and it riled you up.

But you didn't have long to think about it. A small figure with body, head, and ears muffled, struggled along the street, turned in at your gate, and up to your door. Answering his knock, you admitted the call-boy to the hallway.

"Wancha for the snowplow, 9:45 with Conductor Johns," he stated, offering you the little black book brought forth from the inner recesses of his multitudinous garments. "An' you'll find 'er all together on the lead an' ready t'go," he added sagely.

The energetic youngster turned toward the door, just as your dad spoke.

"How do I stand, Jimmie?"

"First out, but it don't mean a thing, cause the division's tied up tighter'n a hatband. Two freights an' number 7 are snowed in som'ers in the badlands between Eros and Holman. The wires are down an' they don't hear nothin' from 'em."

Thus, Jimmie, with the easy familiar equality that callboys assume toward gray-haired conductors and engineers, replied to your dad's question.

"Well I gotta roust out another shack," he added, "so I'll shake a leg."

And with an impish grin, the crew caller departed into the storm.

ACTING on your dad's advice, you dressed extra warmly for the trip, and then went to the yard. On the lead you found the strangest assortment of equipment you had yet encountered.

First you saw an old-type Eight-wheeler, Her pilot and oilburning headlight had been removed. In place of the pilot was a wedge-shaped shield, bolted firmly to the pilot beam and with heavy braces, curved to pass between boiler and valve stem, extending from the top of the wedge to the frame of the engine and solidly bolted. The cab's front windows had heavy planks secured over them. The front side windows were protected the same way, while the sliding windows of the cab had the glass protected with a heavy tin sheet. Extra heavy storm curtains covered the gangway and front part of the tank.

As you arrived, a couple of roundhouse men crawled out from under the engine. Curiously you looked at what they had been working on. You noticed that the oak blocking had been secured between engine shackle bar and engine frame, and you wondered why.

The eagle-eye, Henry Snyder, explained: "Well, when we've used most of her coal and water, the tank will not be very heavy, so that when we ram into some tough drift and with those three 'gines shoving hell outta us, they're liable to put the tank right up through this cab. That blocking takes up the play in the shackle bar, an' won't let the tank raise above the chafing plates."

Taking it for granted you'd work the smoky end, you, as all head brakemen of that period were taught to do, climbed up

and took a gander on the top of the tank to see there was a plentiful supply of links and pins. When you started to climb, you stopped and stared in astonishment. The next engine behind was coupled into your tender, not with the regular pilot bar but with a ten-by-ten oak timber. This timber was covered on its four sides with iron plates, bolted through the timber, with slots in the end just large enough to admit half the link, the other half being entered in the engine's drawbar.

You didn't have to inquire the purpose of that setup. A moment's reflection told you that otherwise, with two more engines behind her and the one in front, if the train were halted suddenly by a drift, the regular pilot bar would be bent double, and that in turn would drive the nose of the pilot into the ties or tear the brake rigging off the tank ahead.

As you inspected the other engines in turn, you found the same arrangements between them. Yep, you had four locos, the smallest in the lead and three big ones behind her. It didn't make sense to you, to put that dinky teakettle ahead, instead of one big power.

Then you looked over the rest of the train to find out what equipment you were handling. Next to the engines was a short heavy-looking flatcar, its weight increased by a couple of layers of worn-out rails spiked to it's deck, these rails surmounted by a big box. Judging from the large spouted buckets that hung from hooks in its side, the box must contain "seashore" for the engines.

AT FIRST glance it appeared the flatcar seemed to have five brakewheels. Then you noticed that while one brakestaff was in the proper place, the other four were at the corners of the car. When you walked up to inspect they turned out to be, not brake-staffs but threaded shafts with an ordinary brake-wheel on the upper end. The end be-low the car was attached to a pivoted tool that looked like an overgrown lathe tool with a side "finger" about three inches longer than the cutting edge.

Seeing those tools, you realized that car was a flanger. You also knew it was used in places where several inches of ice — too heavy and too thick to be broken by the weight of the engine — would be found covering the rails. The flanger would be switched ahead of one of the helper engines, while the tools at the forward corners of the car would be screwed down by the threaded shafts, and the forward motion of the car would plane the ice from the rails.

Just behind the flanger was a car of coal for use as engine fuel and cook car. Next came the "block car" from the wrecker outfit; it contained ropes, chains, wood blocks of varied shapes and sizes, and other material that would be useful in case of accident. Then you saw the cook and dining car, which also belonged to the wrecker.

Behind that was coupled a day coach — one with heating stoves, as there was no steam connection to an engine. This coach, you knew, was taken along for the use of the section men, car men, a couple of machinists from the roundhouse, and linemen to repair the broken telegraph circuit. The section men would do any snow shoveling that might be necessary when drifts could not be "bucked" though. Last, but in no sense of the word to be considered least, was the good old crummy; and there you met Conductor Johns.

"Where d'you want me to work?" you inquired.

"You take the peaked end outta here." Johns grinned. "Only there's no peaked end on this job. But you work ahead for awhile; then I'll have you an' Lathrop change places. How'll that be?"

"Okay with me," and you followed him up to the head end.

There you heard him instruct the eagle-eye: "Stop at each section house and pick up the gang. From the best information they've got, we won't find much trouble till we get to the badlands. We own the road from here to Midway and back. There's nothing to look out for except two freights and one passenger that are dead on account of the twelve-hour limit. Nobody has heard from them, so you'll have to keep your eye skinned. Let's go!"

As you started up in the gangway of the Eight-wheeler, Johns stopped you.

"It's all right to ride that kettle out of here, but when we get to heavy drifts I want you to drop back to the third or fourth engine. That engine crew has to take the chance of their tank being shoved on top of the boiler, but you don't. You wouldn't do a bit of good there — couldn't help the boys. In fact, you'd probably be in the way if they had to unload in a hurry. So you drop back — that's an order."

ENGINEER SNYDER blasted the whistle twice. The other hoggers answered in turn, and wheels began to roll. You swung up into the gangway, under the storm curtain, and found the scene a lot different from any other cab you'd ever been in. The boarded windows sure made it gloomy. After one look, you decided that the front end of the tallowpot's seatbox wouldn't be much of an observation post. So you stood in the gangway just as you passed the mainline switch.

Ahead stretched an unbroken, almost level, field of white only a couple of feet deep. The plow tossed snow to each side, wind catching the loose particles and flinging them back in a dense cloud. While you had not expected high speed, you were surprised to find that about ten miles an hour was the leisurely gait the engineer held. You commented on it, also asked why this teakettle was put ahead of those larger Moguls.

Snyder patiently said: "If we run any faster, we'd kick up such a cloud of snow that we couldn't spot a thing until we slammed into it. At this speed I can see most of the time. And as for this small 'gine being in the lead — well, you're going to find that we'll be on the ground a lotta times before we get through with this mess, and it's easier to drag this baby back on the rails than it is one of those big engines."

You stopped at a couple of section houses. There the gandy dancers boarded the coach, to be boisterously greeted by the men already on the train. It was a sort of "get-together" for those whose work and territory kept them apart except on occasions like this.

Soon you became tired of having snow thrown in your face and down you neck, and you beat a retreat to the refuge of the fireman's cushion.

The eagle-eye called you back. "Come over here!"

When you crossed the cab, he told you to step in the gangway and look ahead. You were approaching the first deep cut that had yet been met. Ahead lay a great ridge of snow, higher than the cab. The view beyond was totally obscured.

Snyder closed the throttle, whistled a stop to the helpers, and said: "Climb on top of the cab and see if you can look over that heap, will you?"

You did and could barely see over the top of the drift. The entire cut was filled from end to end, which you reported when you clambered down again.

"Well, here goes!" said Snyder, and he whistled off.

MINDFUL of the conductor's warning, you dropped into the deep snow beside the track and caught the last engine as she came to you. The old girls were working easily, but soon began to slow. Down toward the company notch the Johnson bars moved, out toward the gangway came the throttles, and down upon the rails poured the "seashore," while four 'gines dug in their toes and shoved mightily.

You watched ahead and patted yourself on the back for having left that Eight-wheeler. She wasn't even visible now. Snow was rolling back over her stack, boiler, and cab. The snow in the cut boiled up and over the banks of the cut, as a plow turns a furrow. Steadily, irresistibly the engines thrust forward. The giant walls of snow, higher than a boxcar roof, slid by the gangway a bare couple of feet from your face. Suddenly the train surged ahead and out of the cut, like a cork spewed from a bottle. You had plowed your first cut!

From there on, the cuts and high drifts became more and more frequent, for you were nearing that part of the division called the badlands. It was so termed from its fancied resemblance to badlands of the West and was a succession of cuts and fills through rough irregular hills and gullies. Somewhere in this fifteen-mile stretch the three stranded trains were supposed to be.

Before entering the badlands your train stopped at the last water tank — a tank supplied by a shallow lake. The pumper greeted you with the news that only enough

water for two locomotives was available. Evidently the pump had taken up all the unfrozen water in the lake. After a consultation the hoggers decided to take water on the two rear engines; and again you wondered why, but this time you didn't ask.

You recalled the advice an old boomer, with whom you had broke in as a student once gave you: "Keep your eyes open and your mouth shut. The other fellow'll think you're a lot wiser than you are if you don't ask too damn many questions."

It wasn't long before you had the answer. At the next cut, when the two lead engines were far enough inside that the banks were the height of the tanks, the train again halted. Several gandy dancers struggled through the snow, carrying long planks. The planks were laid with one end resting on the tank and the other end on the high bank of the cut.

The balance of the men — and there was a young army of 'em by this time — climbed the banks, and you thought for a minute they were about to start a snowball fight. Some made large snowballs, but instead of throwing them the men dropped them on the ground and rolled them toward the planks.

BY THAT time the balls were large enough to give their rollers quite a tussle. Across the planks and over the open manhole of the tank came the huge balls. There they were chopped to bits, which fell into the tank and were promptly converted back to aqua pura by the steam from the injector's heaters — just another lesson in the ingenuity of railroad men!

While part of the gang was engaged at this task, you and the engine crews were summoned for dinner. The eats were not elaborate, but were filling and plentiful. A heaping plate of pork 'n beans, fresh bread 'n butter, spuds with their Irish overcoats on, and a quarter of thick juicy apple pie, washed down by strong, fragrant coffee.

By the time you quit eating and returned to the head end, the tanks were full and you were ready to go. Again, you endured repeatedly the shove, heave, and struggle of forcing the plow through. It was a stubbornly resisting mass, but you won that contest.

At the next cut you met the first real difficulty. While the start was just about as the others before it had been, presently the train slowed more and more until, even with the levers down in the corner and throttles wide open, it halted.

The train backed a hundred feet, the engines cut off and they charged at the drift, but not as fast as you had expected, for they depended on weight, not speed. Twelve or fifteen feet further the plow was driven till they again stalled.

Back — charge — back — charge! They hit again and again, each time driving the little engine a few feet further into the almost unyielding wall until "Perserverance and elbow grease" overcame all difficulties and you finally made it through.

A mile beyond that you found the first of the snowbound trains, a freight. Forty-eight hours before, it had been Number 243 of a certain date, but now lay forlornly, sans rights, sans identity, sans just about everything. The tired, hungry crew huddled on their engine because the caboose fuel had long ago given out. Conductor Johns had orders that let them proceed, if able.

You sized up the layout and wondered, with snow drifts against the cars half their height and between and under, how they'd ever manage to move. Your train plowed on up the mainline beyond the switch and then backed up between switches. Gandy dancers shoveled enough snow from the siding to permit your engines to back in on it.

Of course, you couldn't get in without the aid of your plow, and that was on the wrong end to do any backing on uncleared track. All your engines were cut off from the train, and again proceeded as far as they had plowed. There the Eight-wheeler was cut off and left standing, while the other three backed onto the rear of the freight.

SOME readers are going to ask why you didn't leave your train on the main and plow with your engines, instead of making the apparently unnecessary move of pulling the train over the switch and then backing it to where it had stood.

It was to save the section men, who cleared the siding, from having to wade through all that waist-deep snow from their coach to the far switch. The little engine was left on the main because, in backing the plow, she would have dragged the snow of the none-too-well cleared siding to the center of the track.

The three engines, coupled onto the crummy and taking but a third of the train, shook the snow loose. They dragged out and shoved up the main the cut they had. Then they backed in and repeated with the middle third. They shoved it out onto the mainline, returned, built the train to its original shape, and gave the now rejuvenated train a parting and helpful boost toward home.

Not far beyond that point you ran over and exploded a half-dozen guns planted on the rails. That flagman had made certain there'd be enough to attract attention. A short distance beyond, you came upon a curl of blue smoke near the track and a bedraggled figure near it, waving a red flag with a where-the-hell-you-been motion.

The figure told you: "Number Seven, or what used to be Seven, is standing on the main line just around the next curve. You'll be a mighty welcome sight to the people on it, 'cause the grub's just about give out and the eagle-eye hadda cut down the heat to save his coal."

Carefully you proceeded until the engines were almost pilot to pilot. You wondered, as you had wondered so often that trip, how those engines could be coupled, with that stack-high shield on your engine and the long pilot of the passenger-hauler toward it.

A couple of roundhouse men appeared and removed something you hand't noticed before, an iron plate. That had been square in front of the engine drawbar. It covered an opening large enough to permit one of those emergency wooden coupling timbers to be inserted and, with the pilot bar of the passenger engine removed, allowed the two to be coupled. Gandy dancers swarming around the stalled train soon shoveled it free enough that you could pull it loose and back to the nearest siding.

THEN at the very next drift you saw the advantage of having the small engine ahead. The train had not much more than started into the cut when, from your place in the gangway of one of the rear engines, you saw the Eight-wheeler swerve and head for the side of the cut. You yelled just as Snyder whooped the whistle.

Wading ahead, you found all wheels of the leading engine off the rails and in shape that would have rendered it impossible for her to help hershelf, but the three Moguls had no difficulty in pulling her back and rerailing her.

This part of the cut had a slight sag in the track, in which water had accummulated and frozen. Then back went the Eight-wheeler to the nearest siding. The flanger switched ahead, and again the plow engine was left, while the others handled the flanging job.

You rode the flanger to give signals. Two carmen parked themselves at the corner wheels to handle the flanging tools. You stopped 'em just at the edge of the ice, and the cutters were screwed down.

After seeing these locos shove through snow many feet deep you didn't think it would take much effort to remove a few inches of ice. Boy, what a rough ride! The tools would catch and tear loose a foot or two of ice, and catch again. The car would buck-jump and vibrate as though it were being broken in pieces, and then rip out another chunk of the frozen stuff.

All this was done to the accompaniment of grinding, rending blasts of the tortured ice. No wonder those tools were heavy and well braced. Even at that, it was a marvel they could stand the strain.

You went back and reassembled your train and here was Gil Lathrop, your fellow brakeman, ready to take the head end and let you go back to the crummy. Night had fallen. You were well content to retire to the end where there wasn't much to do but ride.

Thus went the hours. Twice you put the coal car in some siding and backed the engines alongside while the gandy dancers coaled up. You were off the track time and again, the flanger was used several more times that night and the following day.

You were thoroughly educated in the gentle art of "snow bucking" when you arrived at Midway and tied up, with the road open for traffic and 42 hours on duty to your credit. Yes, it was a damn cold, disagreeable, dangerous job; but looking back, you wouldn't have missed the experience for anything.

He Has the World's Largest Collection of Florida Railroadiana

SETH BRAMSON

Interesting Railfan No. 148

by FREEMAN HUBBARD

Seth Bramson and his pretty girl friend. Myrna. She loves our hero, hobby and all.

HE IS UNIQUE in having the world's largest collection of Florida railroadiana, particularly material on the Florida East Coast Railway. The latter includes an original letter by Henry M. Flagler, who built the FEC, dated Dec. 27, 1895, telling the then-president of the Lehigh Valley, "I am extending the (FEC) railroad to Biscayne Bay."

A write-up in the Miami News by Ian Glass says: "Seth Bramson has so many thousands of pieces of nostalgic memorabilia of this country's railroads stashed away in his Miami Beach home that one expects at any minute to hear the clackety-clack, clackety-clack of wheels on rails rolling through his dining room."

One shelf is taken up with several dozen hats worn by brakemen and conductors from all over the country, most of them relics of the FEC, whose downtown Miami station was razed in 1963. Seth was so enthralled with the FEC that he hung around the Miami ticket office on July 31, 1968, in order to buy the last ticket on the last FEC passenger train to leave the city. Solenly, wearing a black armband in memory of the dying passenger service, he rode that train to Jacksonville. The train consisted of a diesel-electric locomotive and three coaches carrying only 35 passengers. Among his relics from that station are the brass ticket window and the sign that was attached above it.

He has FEC items galore, such as details on the Key West extension, a multitude of photos, 8 x 10 official negatives, tickets, timetables, train orders, china and silverware, books, newspaper and magazine clippings, press releases, and daterdies. Also timetables going back to one put out in 1893 by Jacksonville, St. Augustine and Indian River Railroad, predecessor of the FEC. Every FEC dining car menu printed between 1948 and 1953 — and one in 1943 that offered a filet of "fresh caught fish" for 90 cents and a toasted chicken sandwich for 50 cents.

In addition, Seth has items from other railroads and from trolley lines. A marker light from the St. George Railroad. A telegraph set with a Morse code key. Thirty-five brakemen's lanterns. A heavy spike-driver. Gaudy brochures put out in the 1920s and '30s to entice northerners to Florida. Silverware, glassware, napkins and towels and the like, from many railroads. Postcards. Hundreds of pictures of early locomotives. And signs, signs, signs, including an arrival-departure bulletin board from Titusville.

And Official Guides dating back to 1892, Chicago, Aurora & Elgin official accident report photos, hardware such as switch locks and keys, lanterns, builders' plates, hat badges. . . . You name it. All this is a major museum, which Seth is constantly expanding through many ads in our Switch List. There is so much of it that he has spread the collection among four rooms, restricting his mother's movements, she says, to the kitchen and laundry room.

"Basically," he says, "I collect anything connected with railroads and trolley lines." He has no idea now much the hobby has cost him, "but if I had invested my money, instead, in stocks and bonds, I'd be wealthy by now."

Frank Clodfelder, 36 Westchester Dr., Asheville, N.C. 28803

Florida East Coast Railway southbound local rumbles across trestle near St. Augustine.

"What will you do with this collection?" we asked him.

Our Interesting Railfan replied: "It will be kept in Florida. I have offered it to Dade County or the state as a total donation, providing the recipient will supply safe and adequate housing for it and appoint me as curator. I feel that such historical material belongs to the public and should not be cooped up in my home, where few people know about it and have access to it only by appointment. Because this collection is so vast, whoever accepts it will need a curator — and who could better fill that post than the person who assembled it over a long period of time and is familiar with all its items?"

This brings up a point for collectors everywhere. What will eventually happen to the artifacts or photos you have been assembling for years, with expert knowledge and loving care? Will they be junked by heirs who are not interested in the hobby that means so much to you? Such has been the fate of many collections. Seth Bramson advises hobbyists to arrange in advance for the ultimate disposition of their "treasures" to some museum or historical society that is willing to accept them.

A rare bird, FEC No. 606 EMD BL2, lashed-up with sister loco at Miami on May 1, 1959.
Photograph by Seth Bramson

ALTHOUGH he was born in New York City on July 21, 1944, Seth has been living in the Sunshine State since infancy. His address is 8035 Cecil Street, Miami Beach, Fla. 33141. At age three he was introduced by railroading by his father, then in the neon sign business, who took a picture of him on a Florida East Coast steam engine parked in the old Buena Vista Yard in Miami. His father must have suspected then, but Seth didn't until years later, that steam locomotives wouldn't be around much longer.

In 1955, right next door to a place in West Palm Beach where Dad was doing sign work, the kid became fascinated by a hobby shop "just filled with toy trains." Later, the first purchases he made in a Miami hobby shop were an HO-gage Norfolk & Western gondola, some tinplate track, and a signal bridge.

"My dream of empire," he tells us, "began on a bedroom floor of the house in which I still live."

The first railroad pictures he remembers having snapped, in January, 1958, show the FEC's 150-ton "big hook," passenger cars, class E diesels, and other subjects in the Buena Vista Yard. He wishes that he had shot the EL2's then while they were still available. Some of his photos have appeared in Traction and Models, Extra 2200 South, on various calendars, in Trains, and now in Railroad Magazine.

One day about ten years ago he took a cute-looking University of Miami co-ed with him into that yard. The long FEC strike had been on for well over a year, with no settlement in sight.

"We shot some photos," he recalls, "and then loaded my automobile with switch lamps and other apparently discarded hardware from the empty roundhouse. I had pulled in from the northwest 29th Street side, but the yard was so weed-grown and littered with rubbish that I couldn't turn the car around and had to back out. Seeing two police cars blocking the egress, I stopped short. A Miami police sergeant asked, 'What do you think you are doing?'

"I explained politely that I was a railbuff preserving railroad antiques and I showed him my membership cards in various fan groups, but he wasn't impressed. While one of the local gendarmes stood by, the officer telephoned a sergeant of FEC special services whose name I had given him.

FEC's Miami station in the 1930s; later became one of Seth Bramson's favorite haunts.

Photograph by Florida East Coast Railway

Later he came back and told the other bluecoat: 'Let 'im go. The sergeant knows him very well and says he's a good friend of the railroad.' Thereupon, smiling and sweating, we drove off, the girl and I."

When Seth goes photo-tripping he looks for locos, stations, unusual railroad signs and scenes, cabooses, and people working on or around trains. His best pictures, he thinks, are portrait-like stills of FEC equipment. He enjoys photographing stations and other railroad buildings and installations, regardless of whether or not the scene includes rolling stock. He is especially proud of pix he has taken of FEC passenger stations, coaches, and diesels that have since, in Thoreau's words, "gone down the stream of Time." Also some views of the Chicago North Shore line before it folded.

"I failed to shoot certain FEC subjects while I could because I thought they'd always be there to get on another day," he laments. "But when the FEC strike began on January 22, 1963, I realized that 'another day' might never come. Thereafter, I went out for photos more seriously."

AT HIS HOME, railroad pictures are hung in his bedroom and railroad room. Most of them are large FEC blowups, or publicity items, such as a builder's photo of 4-6-2 No. 438 and "The Potato Special at Hastings, Florida," with another 4-8-2, No. 806, on the point, and "Entertainment A-wheel," showing four sections of the Havana Special in the 1930s, with a pretty hostess and a brass band on the rear platform.

If Seth Branson were an inch taller he'd be a six-footer. He is articulate and outgoing, with luxuriant black hair, a pleasant face, far-reaching brown eyes, a fair complexion, and a ready smile. He is a "sharp" dresser, well groomed, and keeps physically fit by doing daily push-ups and bends and occasional swimming, boating, jogging and riding his brother Bennet's 10-speed bicycle. He set a couple of swimming records (which have since been broken) at the Miami Beach High School, but has little interest in other sports. Baseball, hunting, and fishing he dismisses as a total waste of time. But he likes to watch the Miami Dolphins and hockey on TV. Also and some documentaries, but rarely movies; and he is interested in erotica.

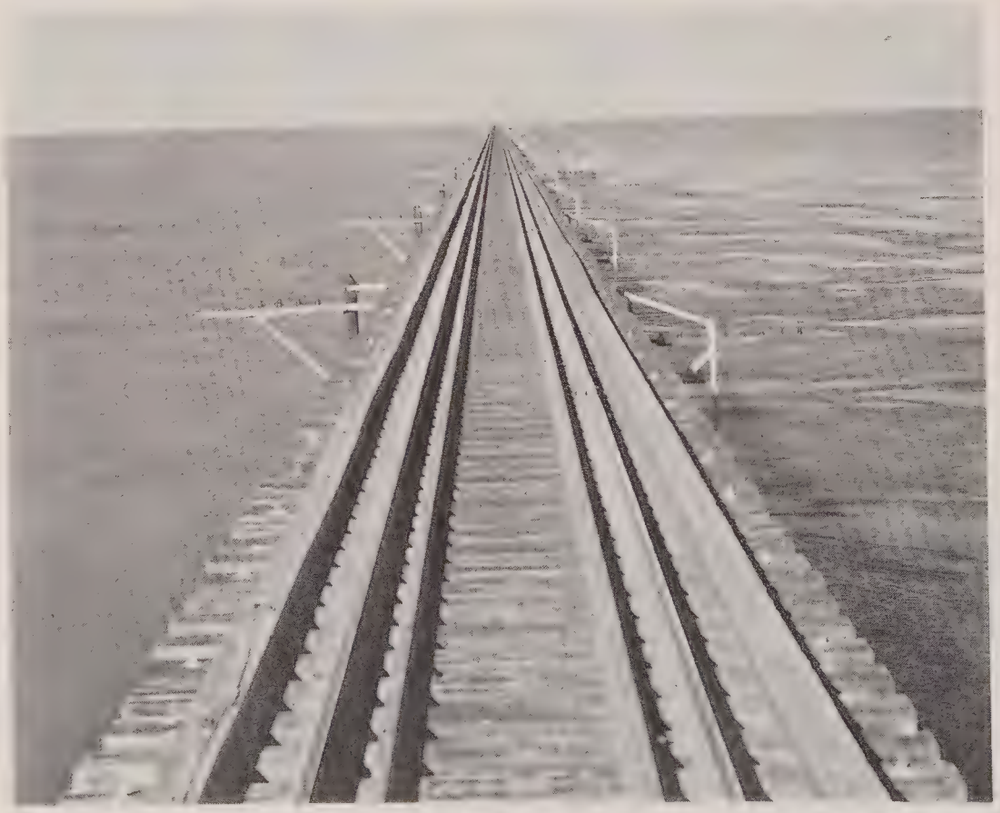
Like most railfans, he never smokes. Says he: "I hate lung pollutants. Nobody is allowed to puff cigarettes in my car, my bedroom, or my railroad room. But I eat just about all well-known foods except asparagus. Quoting Sir Winston Churchill, 'my tastes are simple. I like only the finest.' He enjoys choice wines, books with literary value, and high-class dining — preferably at a different restaurant each time and with a well-endowed and attractive young lady."

Seth is still single, but he has a girl-friend, Myrna, who prefers to be anonymous. She describes him as "ambitious, clever, dedicated, affectionate to his family, honorable, faithful, and loyal to his friends." She adds: "He is also witty, a great public speaker, and I love him very much."

His first paid job, in the summer of 1957, was beach boy's helper for a Miami Beach hotel at five dollars a day. In that year, too, he bought his first copy of Railroad Magazine.

"It was a revelation," he enthuses. "I loved trains but hadn't known that such a magazine existed. Boy, was I happy!"

After graduating from high school in 1962, he spent two and a half years in what he terms "an academic wasteland" at Florida State University and the University of Miami. Although



Going to sea by rail. Florida East Coast Railway overseas extension between the mainland and Key West, built in '13, was almost completely destroyed by a hurricane in 1935.

Photograph by Florida East Coast Railway

he applied to several roads, later to Amtrak, the only rail job he could get was that of a Pennsy dining-car steward briefly during the Yuletide season of 1966. He was asked to come back to work for the summer of 1967, but meanwhile the Pennsy had been merged into Penn Central and he couldn't even make the extra board.

So he took a course in hotel-motel and food service management at Miami-Dade Junior College. Then in 1969 received a B.S. degree from Cornell University's School of Hotel Administration. After that he went into the restaurant business. A business friend, Lloyd S. Apple, describes Seth Bramson as "a man with a fine education and an esthetic flair which made him my associate in operating two of the nation's most fabulous restaurants."

HIS PRESENT job is manager of the elite Piccadilly Hearth restaurant on Decorator's Row in Miami. He likes this work, despite the pressures involved.

"The time situation I'm up against is hard to believe," he says. "Now and then I am on duty from 16 to 20 hours a day! Because of this, I am always hard pressed for time, much as I like to go out with my girl, and I am always far behind in answering railbuff mail. Even at its best, the restaurant business is difficult, and when things don't go right it is horrendous. So many split-second decisions are required that my basic philosophy is: right or wrong, make a decision."

In short, Seth doesn't hold a job; the job holds him. According to Charles M. Clark of Perkinston, Miss., a lifelong friend, he and Seth "railroaded" one day in an abandoned shack, garnering glossy prints of old Chicago commuter lines and trolleys.

"I was terrified at the possibility of facing charges for breaking and entering," Charles writes, "but Seth felt so ecstatic at his find that he was oblivious of all such danger. His elation lasted for several days afterward. One August, day in 1965 at the old FEC depot in Miami he carried a placard on the station platform, welcoming the road's resumption of passenger service it had previously abandoned. He took the train to Jacksonville and got off at every stop along the way to display his sign on station platforms."

Charles tells us that Seth is so conservative and so outspoken that he was nearly beaten up while at Cornell for backing our nation's military efforts.

"He is also candid," our correspondent adds, "quick on the uptake, and has a singular sense of humor spiced with puns. A pragmatic person, he is not concerned with doctrinarie but is a mover, gets things done. He radiates self-assurance. His knowledge of even the smallest California spur line is astounding."

Railbuff Leonard Certain of Miami Shores, Fla., became acquainted with our hero ten years ago through answering an ad of his for FEC material.

"Our first deal," Leonard recalls, "was trading some pix I'd taken of FEC diesels for steam shots on his. When we met in his home for the first time, his collection, which even then seemed impressive, was negligible as compared with its now house-filling proportions.

"Unlike many railfans who are familiar with only a limited number of carriers, Seth can converse intelligently on any railroad subject that comes up. His knowledge of the FEC at every period of its history is without a peer. Whenever I ask him to identify the initials of obscure roads of bygone days he comes up with the answer and an explanation of where and when they operated. At present he is head of the Miami Beach District citizens group which is trying to determine the best application of mass transit in Dade County. Of course, he is advocating a form of flanged wheels on steel rails."

If Dade County or the State of Florida accepts Seth Bramson's free offer of his great collection it will have a railfan treasure house and a new historical tourist attraction. ●

Seth does an old sandwichman bit by carrying sign on Aug. 2, 1965, welcoming FEC passenger service back to Miami after several years. Three years later, on July 31, it was gone. Seth purchased last FEC passenger ticket out of Miami and rode to Jacksonville.

Photograph by Miami Herald

PASSENGER TRAIN SURVEY

PAUL H. REISTRIP, age 42, until recently senior vice president of traffic for the Illinois Central Gulf, is now president and chief executive of the National Railroad Passenger Corp., better known as Amtrak. Effective March 1, the Amtrak directors gave him this job as Roger Lewis's successor.

The board also named one of the original Amtrak incorporators, Frank S. Beason, Jr., a retired four-star Army general, as chairman of the board. After World War II, Beason served in the Western Pacific as chief of transportation on General MacArthur's staff. He was responsible for controlling and rehabilitating the entire Japanese transportation system.

Lewis had no railroad background prior to being made president of Amtrak and had been the target of criticism over Amtrak's failure to modernize and improve passenger service. But Reistrip is an experienced railroader. His railroad carrer began in 1957 as a management trainee with the Baltimore & Ohio. On that road he worked as assistant division engineer, general yardmaster, trainmaster, general superintendent of car utilization and distribution, and director of passenger service. He made innovative moves to improve that service, experimenting with discount fares, overhauling the food supply program, instituting movies on board the trains, and setting up an extensive refurbishing program and an auto-ferry service between Washington and Chicago. In 1967 he went to the Illinois Central as vice president of passenger service. After that he became vice president of intermodal services and later senior vice president for traffic and a member of the railroad's board of directors.

W. Klippenstein, 1562 E. 13th Ave., Vancouver, B.C., Canada V5N 2B8

Deer on track was photographed by Canadian National trainman while on his train going through Fraser Canyon, B.C., Jan. 28.

AMTRAK has received four more French turbine trains. The first two, complete with cars, including power cars, was unloaded from an Atlantic Container Lines ship at Port Elizabeth, N.J., and went through customs inspection on dockside tracks. Then on Friday, Feb. 7, the first one headed for Chicago, eventual home base for the trains, making three stops en route. At Penn Central shops in Morrisville, it was given Federal Railroad Administration inspection. Then it stayed overnight in Philadelphia and in Pittsburgh, arriving at Amtrak's turbine-train facility in Brighton Park, outside Chicago, on Sunday.

Train No. 2 left the dockside area on Feb. 9, followed the same route, with the same stopovers, and reached Brighton Park on the 11th. All interior fittings were installed promptly at Brighton Park. The second two-train order was due to arrive at Port Elizabeth in late February, and by April Amtrak expects to have a total of six trains operating on routes radiating out from Chicago.

TRANSPORTATION in eastern Michigan was improved on Jan. 20 when a new train began running between Jackson and Detroit on a 74-mile segment of Amtrak's Chicago-Detroit line. Operating Monday through Friday only, it runs eastbound into Detroit in the morning and westward in the evening, stopping en route at Chelsea, Ann Arbor, Ypsilanti, etc. Other trains, running at different times, stop at Jackson and Ann Arbor but not Chelsea or Ypsilanti.

The new service was requested by Michigan's Governor Milliken under section 403(b) of the Amtrak Act. This section allows a state to request additional train service provided it agrees to reimburse Amtrak for associated capital costs and two-thirds of the operating losses associated with such service.

Michigan financed the refurbishment of three coaches, two of which have a high density of seating, and improvements to the facilities at Jackson, Chelsea, and Ypsilanti. The Chelsea station was thoroughly painted by a local citizen's group, the Michigan Association of Railroad Passengers. It was painted inside and out in its old Michigan Central colors of light and dark greens.

WEST COAST round-trip coach excursions at prices averaging 22 percent below regular fares are announced by Amtrak, from Feb. 1 through June 11 this year. The move aims to boost off-peak and leisure travel by rail. It will be considered for other routes later, depending upon passenger responses. The cities included thus far are San Francisco, Los Angeles, Portland, Tacoma, and Seattle. Savings range from 17 percent off the regular round-trip fare between San Francisco and Seattle, to 31 percent between Seattle and Portland. Fares to intermediate points also are cut. However, they apply only to round-trip coach travel. The return journey must start in a 7-to-21-day period beginning the day after the rider leaves his city of origin. Excursion fares are good on all trains, but no stopovers are permitted.

MAIL is now being carried on the "James Whitcomb Riley" between Washington, D.C., and Chicago under a new contract between Amtrak and the U.S. Postal Service. The contract calls for 30 linear feet of space per day, according to Frank Kane, Amtrak's chief of mail service. It is customary to sell such space in "linear feet of car length" rather than in cubic feet or even square feet.

In this case, the Post Office buys "30 linear feet" because that is close to one tractor-trailer load. As a rule of thumb, mail runs about 1,000 pounds per linear foot and 20 pieces per linear foot. Amtrak and the Post Office are working on containerization but in this instance these shipments are not going containerized.

Actually, more space is required on the westbound trip because the flow of mail is generally heavier to the West than to the East. This contract will result in annual revenues of about $200,000 to Amtrak. In both Washington and Chicago, the post office is adjacent to the station, so it is convenient for the Postal Service to rely on Amtrak. Another mail contract is in effect between Washington and Chicago on the "Broadway Limited" route.

DUE to snowy weather in midwinter, 50 Metroliners, which ordinarily speed under their own power in the New York-Washington corridor, had to be pulled by 35-to-40-year-old Penn Central electric locomotives. When it comes to snow, the six-year-old Metroliners, America's fastest trains, just eat it up. Sucked into air intakes, the white stuff fouls up electrical equipment and traction motors mounted under the cars.

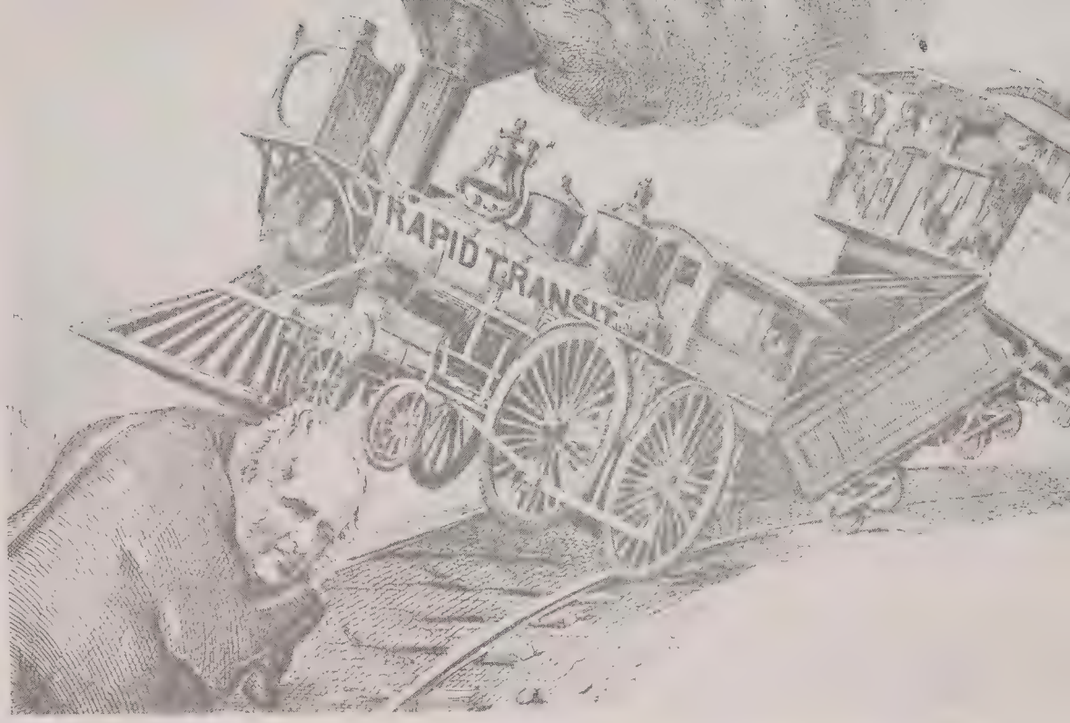
The old black electrics called on to haul the Metroliners are GG-1's, celebrated for their durability, and have logged three to four million miles. Introduced in 1934, they are still capable of 90 mph speeds, so the locomotive-hauled Metroliners generally were only 30 to 40 minutes late. Metroliners normally draw electric power from overhead catenary through pantographs

atop of the coaches. To maintain three-hour schedules between New York and Washington they have to make over 100 mph in several stretches.

EFFECTIVE Feb. 1, Amtrak reduced from $30 to $20 the minimum basic coach fare needed to qualify travelers for family-plan discounts. This brings many more medium-distance journeys into the range eligible for lower family fares, to stimulate off-peak and leisure travel. For example, a couple with two children age two through 11, traveling between Boston and Philadelphia, save $10 from the previous total one-way coach fare of $60. Between New York and Buffalo, as well as between Chicago and Minneapolis, the saving is $12, and between San Francisco and Los Angeles, $11.55. A round trip doubles the saving.

The new discounts apply between all cities where the single adult one-way coach fare is $20 or more but less than $30, but not on trips beginning on Fridays or Sundays.

WITHIN three years, the United States likely will have a passenger train system far superior to that in Canada, says a Canadian transport commission study; and the U.S. system will cost American taxpayers less than domestic service costs Canadians. The commission outlines the problem-plagued history of Amtrak, but says Amtrak has been a reasonable success. It had saved intercity passenger train service, set up innovative running procedures and "relieved the railroads of the 'burden' of investment in passenger transport."



About a century before Amtrak, a New York newspaper cartoon entitled "A Bull on the Rapid Transit Track" critized New York Central & Hudson River Railroad for poor passenger service by picturing its head, Commodore Vanderbuilt, as a bull wrecking a train.

Collection of Freeman Hubbard

Of Interest to Commuters

CEREMONIES marking the completed restoration of the canopy at the Penn Central station in Katonah, N.Y., were held Jan. 29. MTA Chairman David L. Yunich, who last fall had promised its restoration, was on hand for the occasion. The 300-foot-long canopy, originally believed to have stood at the old open-air Grand Central terminal in Manhattan, a local landmark nearly a century ago, is a rare piece of railroad memorabilia, but had deteriorated over the years.

MORE commuters traveled by rail between Fairfield County, Connecticut, and New York City in 1974 than in any year since 1970. A total of 17,534,092 rode the line operated by Penn Central and subsidized by the states of Connecticut and New York.

IMPROVED ticket-handling and station security feature the computer control system currently being installed by the Illinois Central Gulf on its Chicago and south suburbs commuter service. The main purpose of the automated system is to speed up ticketing with an automatic fare collection system. The passenger can buy a coded ticket at any ICG commuter station. The system scans the ticket at both entry to the train and exit at a station, this eliminating on-train ticket collection. Furthermore, each depot is monitored by an operator at the master station in Hazel Crest, Ill., by means of computer-controlled closed-circuit television. An operator can use TV to investigate misuse of fare collection equipment or possible vandalism in progress at any station.

A COMMUTER train proved faster than an automobile in a race from the suburbs of Providence, R.I., to Union Station. In a test staged by mass transit advocates, the two vehicles left Kingston Station at 7:42 a.m. on Jan. 15 to determine whether a train could get commuters to downtown Providence faster than most drivers who battle early morning rush-hour traffic.

Shiela Foreman, riding the train on behalf of the "Save the South County Special Association," left Kingston on the Penn Central's 508 South County Special at the same time that an experienced racer, Joseph Knight, left the station's parking lot for the 27-mile trip to the downtown area.

The train arrived at Union Station at 8:14, two minutes ahead of schedule, and Shiela, accompanied by other women, dashed out of the depot and ran a block to the steps of City Hall, breaking a red ribbon at 8:15 to the cheers of 100 spectators. That was three minutes before Joe Knight arrived. A slow-moving bus had delayed him. Sheila was awarded a trophy.

And now Henry Davis, owner of a local horse ranch, wants to match a group of horses racing pony express style against the same train. He says the horse-train race, in which he says the railroad has expressed interest, won't be held until spring, when the weather will be suitable to the horses.

Grand Central's Fate?

WHAT will happen to that famous New York City edifice, Grand Central Terminal — next door to the Railroad Magazine office — as a result of the recent court decision invalidating its designation as a landmark?

The decision was rendered by a State Supreme Court justice, Irving H. Saypol. It had been awaited since the 1972 trial in which Penn Central sued the City Landmarks Preservation Commission to remove the landmark designation. The ruling crumbles legal barriers to the construction of a 59-story office tower on the top of the terminal.

Justice Saypol did not question the constitutionality of the city's landmarks law, but he did find that the law's application in the case of Grand Central Terminal, by preventing the bankrupt railroad from earning the income it would receive from the office tower, caused "economic hardship" and therefore "constitutes a taking of property." The city will appeal this decision.

Although Justice Saypol's opinion said that "esthetics is not for decision here," the judge nevertheless suggested that the Pan Am Building, constructed in 1962 on the site running across Park Avenue just north of Grand Central Terminal, had already wrought the damage to the landmark building that the Landmark Commission argued that the new tower would bring.

Historic preservationists reacted with alarm to the decision. "It is a tragic blow to the government's efforts to make New York a livable city," says Kent Barwick, executive director of the Municipal Art Society, which has been active in landmark efforts for some time and which filed a legal brief in support of the Landmarks Commission. "We think the public has a basic right to protect the great buildings of the past and we mean to fight for that right."

Canadian Pacific triple-header rounds curve on the Big Hill at Field, B.C.

Nicholas Morant, CP Rail

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

NORFOLK & WESTERN'S handsome SD-45 No. 1776, their bi-centennial unit, made its first visit to Cincinnati on January 15th, heading an eight-car directors' special. The train pulled into Clare Yard on a cold, cloudy morning, with 1776 running long end first.

Its consist included eight N&W business cars specially equipped for such trips. First, coach 501, then 408, a baggage car converted to a stationary power car by the addition of a diesel generator set; and two office cars, Nos. 100 and 500, the latter named Claytor Lake; followed by 451, 450, and 494, which made up the diner, dormatory, and bath complex; and finally 800, the inspection car Altavista.

The train laid over in Clare Yard until the next afternoon, when the brass collars returned to Roanoke. I suspect that the purpose of the high-level visit was negotiation with Penn Central on the Richmond branch and Undercliff Yard, both of which N&W is reportedly interested in. The big red, white, and blue loco looked very clean and was a welcomed relief from the basic black of most N&W diesels. (Another unusual visitor at Clare that day was chopped-nose RS-36 No. 2868, an ex-NKP loco built in 1962.)

That N&W visit was in keeping with the times. Evidently there is a keen desire to buy parts of the crippled Penn Central, which would, of course, help both parties. In my home area of Cincinnati the N&W is looking at the ex-Pennsy line running between Cincinnati and Richmond, Indiana. Also, the Southern has inspected the old New York Central main between Cincinnati and Kankakee, Illinois (originally the Big Four), while the Detroit, Toledo & Ironton is reportedly eyeing the former PRR line between South Charleston, Ohio, and Cincinnati (originally Little Miami Railroad).

But the real eyebrow-raiser is the Southern's interest in the Pennsy's Del Mar Va Division, running from Wilmington, Dela., to Norfolk, Va., down the Eastern Shore. The Southern's takeover of Norfolk Southern puts it in a good position to expedite freight out of the Norfolk area. The big system has long decried the loss of high-revenue freight moving in cars too wide and high for the PRR's Baltimore tunnels. Some piggyback loads, all tri-level racks, outsized loads, and other oversized cars have to be diverted to Hagerstown, Md., and moved south from there over Norfolk & Western. The Southern sees a chance to keep such routings on its own road by utilizing the DelMarVa Division.

A big drawback to this route is the highly inefficient carferry operation which links the DelMarVa peninsula to the Virginia mainland, across the mouth of the Chesapeake Bay. Because of this problem, Penn Central has all but abandoned the route. Southern's President Claytor refers to the idea as "highly tentative," adding that it might cost less to alleviate the tunnel situation in Baltimore. He makes it clear that any Southern takeover on the Eastern Shore hinges on the abandonment of unprofitable branch lines there — of which there are many. Nothing was spelled out publicly as to how Southern could improve the car-float operations.

When I was a kid we'd travel to Ocean City, Md., every summer, crossing the PRR's tracks at Wye Mills, Denton, Bridgeville, and Berlin. The main line ran through Bridgeville. One day I saw the passenger schedule: a boiler-equipped RS-3 and two coaches. I remember seeing a Pennsy 4-4-0 at Wye Mills, a 2-8-0 at Rehoboth Beach, another in West Ocean City. Years later, while working on a construction job at Chincoteague, Va., I repaced a southbound string of empty reefers out of Salisbury, rolling along about 55 behind four RS-3's.

Delmar, Dela., was the "home base" for division power. The Pennsylvania Railroad kept some surprises there in diesel days. There were Baldwin switchers, big RT-624

Deep night at UP's 23rd Street yards in Denver, with U-50C No. 5031 and sister locos on house track. Photographer used Mamiya Super 23 with open flash of 24 exposures.

Thomas P. Lyons, Box 442, Golden, Colo. 80401

transfers, Alco RS-3's, even Sharknose freight units. One of PRR's home-built box-cab diesel switchers worked in Lewes, Dela., long before "The Standard Railroad of the World" bought a commercial diesel.

One of the last regular jobs their Baldwin Sharknoses held down was the "Delmar" — running south out of Wilmington to Cape Charles, Va. and in Norfolk, at a yard called Little Creek, the Keystone system kept an isolated Baldwin switcher to unload the car — floats and shuffle loads and empties to the southbound carriers. Not having been in touch with the area lately, I'm not sure what is operated there today, but I would guess GP-9's and GP-38's.

I wonder what Southern will operate in that area? Any power north of the Chesapeake Bay would, in effect, be isolated from the road itself. Would Southern put up a shop in Wilmington or Delmar to cover maintenance, or would they float the locos across the Bay, or just ferry them from Wilmington to Potomac Yard over PC? The heavy shopwork is handled at Spencer, N.C.

This conjecture may never be materialized, but I'd like to think that the old DelMarVa Division could be reincarnated as an important piece of Railroad again, with high-class freight rolling along behind those big high-nosed Southern units. Southern would be new to two states — Delaware and Maryland, and PRR's old track — ballasted with oyster shells! — could use a face-lifting.

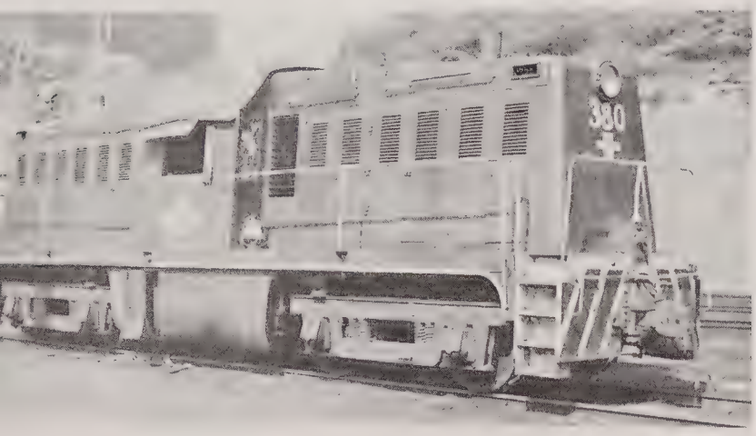
Has the Erie Lackawanna given in to Con-Rail? According to Ray Hakim, 21 Clauss Ave., Paramus, N.J. 07652, the EL has given up the right to reorganize its own plant, claiming that the current business slump makes such a job impossible to do within a reasonable time. Question: is EL doomed?

Other news of the East finds traded-in Reading NW-2's and GP-7's in Indianapolis, enroute to Precision at Mt. Vernon, Illinois. Also, Reading has taken delivery of its new GP-39-2's and MP-15's. Friend Charlie Laird, EL operator at Sterling, Ohio, watched Reading MP-15's rolling B&O freights past

Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182

From X2200 South files

Mohawk & Hudson Chapter, NRHS, is proud owner of this old 1944 Whitcomb switcher, formerly used in Troy at the Republic Steel Company's defunct plant. No. 380, shown at Delaware & Hudson Colonie shops in June, 1974, had been donated to the chapter.



Laona & Northern No. 103, a 65DE19A with full-width cab and a slug of steel weight on frame under cab. She is ex-Army, built in 1944. After U.S. service she went to Green River Steel Co. before coming to L&N. Road runs from Laona to Laona Jct., Wis.

the tower. Evidently Reading let the Baltimore & Ohio "try 'em out" in transit.

Lehigh Valley now has twelve new U-23B's (501-512) painted Cornell red. Consolidated Rail Corp. holds the titles. Two of Amtrak's new GE C-C (E60P) electrics have been spotted, one in Washington, D.C., the other in the Harrisburg area; but I haven't yet received details or photos. Possibly by the time you read these words they will be everyday sights in the Corridor.

Ray Hakim says that Scranton, Pa., is the place to go to catch EL's F-units. Not only F-7's but also old F-3's (later F-3's with F-7 components called (F-5'ss). They have been used to work trains 241-242 over the Bloomsburg branch which runs to Northumberland, Pa. With the F's our correspondent saw GP-9 and GP-35 units. Bad news: train 241 was derailed in Plymouth, Pa., in late December and three GP-7's had to be dispatched from Scranton to retrieve it. Ray says that EL has stored surplus units in Port Jervis, N.Y., and other terminals. Most of those he has seen are SD-45's and U-25B's.

GENERAL MOTORS is working on a $9 million order of 18 new, 2250-hp, mainline, dual-service units for Coras Iompair Eireann, the Irish Railway. The units are being build at La Grange for delivery this spring and will up the total of Irish-operated GM locos to 82. GM doesn't mention their color — what else but green? Was the first unit ready by St. Patrick's Day?

Those diesels that AMREC, a subsidiary of Ford Motor Company bought for lease to the Santa Fe did include EMD GP-39-2's. I never thought Ford would buy from GM, but it happened. The vast Ford complex in Detroit is switched by EMD locomotives. I suppose that's better than locos with "Plymouth" stamped on their hoods.

A late-night phone call on January 20th reported that Louisville & Nashville's first five new SD-38-2's (4500-4504) were working their way north out of Louisville, headed for DeCoursey yard. But checking DeCoursey the next morning, I couldn't find them. These are rumored to be hump replacements at the big yard, but on January 21st the humps were being worked by a GP-9, two ex-Tennessee Central RS-36's, one C-420, three U-25B's, and two U-25C's, also three slugs.

DeCoursey Yard is "trimmed" with U-25B's and U-25C's on the North End, and with Alco RS-3's on the South End. The road power is still varied, including a new SD-40-2 (3558) in on January 21st, also three Alco C-628's and one C-630, and GE U-23B's, U-30C's EMD GP-38's, SD-35's, and GP-40's. The freight volume is way down, as DeCoursey forwards a huge volume of automobile industry cars, in addition to a

Columbus & Greenville No. 42, Whitcomb 65DE19A, built in 1944, came to C&O with sister 41 in 1948. Here she is seen at Greenville, Mass., Nov. 8, '71. The 65-ton locos have recently been supplanted by Illinois Central Gulf SW-1 switchers, as ICG owns road.

Photograph by R. G. Turn

great many cars from and to General Electric's big Appliance Park Plant near Louisville. Coal traffic seems back to normal, but not overly heavy. Last summer the yard almost always had a big northbound B&O or PC train ready to leave, but now the trains are fewer and shorter.

FREIGHT WRECKS reported recently include a C&O 190-car coal train which buckled in three places on the mainline just east of Stevens Yard at Silver Grove, Ky., and a Delaware & Hudson pile-up at Scranton, Pa., which put units 711, 753, and 754 in the Lehigh Valley engine terminal in Coxton, Pa. There was also a EL derailment, this time 33 cars and two diesels on the ground at Lordsville, N.Y. According to Ray Hakim, who reported these last two, there was two feet of snow on the ground on January 13th, the date of the EL wreck, and snow was still falling.

Now I hear from George Poole, 5 Laurel St., Woburn, Mass. 01801. George was surprised to see two Southern Pacific U-boats (8585 and 8589) at the PC's Beacon Park Terminal in Boston on January 9th. Obviously SP's pool power gets around. We see many SP and Cotton Belt units here in Cincinnati as a result of the B&O/Cotton Belt run-throughs out of Pine Bluff, Arkansas. Not so many years ago, SP men would have paled at the thought of their big units on New Haven's sorry trackage.

AN UPDATE on Michigan Limestone's ancient Alco HH switchers comes from Paul Baumgartner, 315 John St., Clare, Mich. 48617. Paul sent me a photo of 105 and 106, which are resting in the Nivison Iron & Metals scrapyard in Alpena, Mich., adjacent to the Detroit & Mackinac roundhouse, he says both of these 1940-built HH-1000's have been there for quite a while, possibly five years. Externally, they look operable. Paul adds that ML&C 102 and 103 are stored on D&M property, and both look OK. The 102 is an even older and rarer HH-600.

Virginia-Carolina Chemical Company No. 22 has been modified with end radiator grills and an extended headlight. The 65-ton Whitcomb, with a heavy train, is shown working hard under a bright warm sun near Nichols, Florida, on an October day in 1965.

Photograph by Ken Ardinger

I NEVER EXPECTED to see a railroad article in the women's pages of newspapers, but the "Women's World" section of the Los Angeles Herald-Examiner for January 10th, carried a feature story about Evelyn Newell, whom SP claims is "the first woman railroad engineer in the United States."

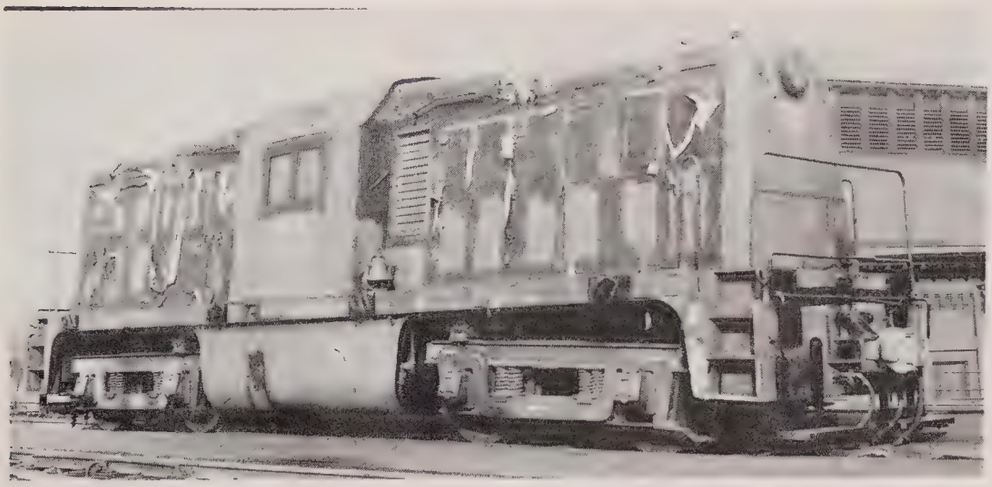
Evelyn is a 26-year-old blonde from Germany. She came to the States eight years ago to work as an airline stewardess, but traded wings for wheels. After a short period of riding a desk for SP, she took a job in engine service, worked as a fireman, took the six -months course at SP's El Cerritos Engine Service Training Center, and a year later was promoted. This good-looking young lady works on the Oakland Division, which had an acute shortage of engineers. Her biggest gripe about the job are the "close calls" at grade crossings — Evelyn can't believe how ignorant of the railroad most drivers are.

The article pictured her at the throttle of SD-45T-2 No. 8300, idling in what is probably Taylor Yard. Now in freight service, she must wait five years to qualify for passenger runs (if there are any); and she plans to stay with the road as long as she can do the job. I noticed that photographer's name was Linda — kinda surprised me that it wasn't Virgil Staff or William T. Morgan. Maybe either of those fellows could get Evelyn to pose for a future issue of Railroad. My thanks to Charles T. Schrepfer, 2822 Cudahy St., Huntington Park, Calif. 90255.

LANCE MELIN, 19682 Coffinberry Blvd., Fairview Park, Ohio 44126, was at N&W's big yard at Bellevue, Ohio, in December and spotted a number of interesting old diesels. At least four of the ex-Wabash FM Trainmasters (those re-engined by Alco) are still at work on the hump. Lance spotted 3594 and 3599 in operation and 3597 dead. N&W also uses its home-made "slugs" there, coupled to mother diesels for traction. These are chassis from cut-down Trainmasters. Lance saw 9900-9905 there. Also ex-NKP RS-11 No. 2861 and RS-36 No.

James B. Armstrong, 2127 California St., N.W., Washington, D.C. 20008

The weather was cloudy and warm as CNR No. 9435 was about ready to haul work train out of station at Sioux Lookout, Ont., in Aug. '74.



U.S. Army No. 1317 shows the typical "humpback" as preserved by the service. All intakes and glass on the 65-ton Whitcomb has been taped over for storage. The engine is shown on Pennsylvania R.R. trackage in Baltimore, Md., enroute to Ft. Holabird.

Jim Edmonston collection

2865, both with the N&W overpaint wearing thin and the old Nickel Plate colors showing.

An N&W engineer in Bellevue, Ohio, saw two "chain drive" units operating in the Sandusky, Ohio, yards. They turned out to be two N&W Alco RS-3's, the very first model diesel that N&W bought (RS-3 300 was the first, in 9/55, followed in two weeks by GP-9's numbered 710-713).

CALIFORNIA NEWS: The three new SP GP-40-2P's, bought for commuter service, were delivered in December and promptly broken in on freights. They will stay in the freight pool for about six months, due to the heavy California tax on units used wholly inside the state. Thus, the three remaining SP Trainmasters (3021, 3022, and 3031) have been given another service extension. But look for GP-40-2P's 3197-3199 to be at work by summer.

All ten of SP's SW-900's were rebuilt-in-kind (not upgraded or modified) at Houston and re-numbered 1190-1199. Nos. 1190 and 1191 were assigned to the Northwestern Pacific at Eureka, Calif. 1192-1193 went to San Jose and 1194 to Oakland, while 1195-1199 still in Houston at last reports.

The Bay Area Pollution Control Board is not happy with emissions from Alco and FM units in the area. Santa Fe and Western Pacific have replaced their Alcos with EMD switchers. SP's fleet of S-5 and S-6 Alco switchers in the Oakland area are being cut by the arrival of new EMD MP-15's. The displaced Alcos will go to Los Angeles, Tucson, and Houston. In December, four SW-8's arrived from Los Angeles and four S-6's were shut down at Oakland.
SW-8's 1115, 1124, and 1127 work Oakland, while 1119 works San Francisco. More SW-8's are expected, along with TR6A 1102, which has long been separated from its calf (the calf works on the Roseville hump in tandem with SW-8's). Many of the new switchers still carry air whistles, a holdover from working the old Pacific Electric lines in L.A. The whistles will be right at home on Interurban Electric lines in Oakland. The SW-8's are a welcome addition to an area fast being monopolized by SW-1200's, SW-1500's, and MP-15's.

EMD demonstrators 9504 and 9505 finally got SP red and gray, after running in EMD's demo colors for years. These are the SD-45X's, originally numbered EMD 4202-4203.

Five Alco road switchers, purchased by SP from joint SP-BN ownership, were sold to Weyerhauser Timber for its Oregon, California & Eastern RR. I haven't yet learned which units are involved, but those thought to be on the block are RS-11 2904, RSD-12's 2950, 2954, 2958, and 2959. Weyerhauser also bought GP-35 6626, which had been wrecked and sold to Morrison-Knudsen in 1973. M-K rebuilt it to BN standards, Weyerhauser renumbered it 308 and will use it out of Longview, Washington.

SP's rebuilding program at Sacramento is really under way. As of mid-December, Sacramento has turned out about 310 rebuilds. Models being worked over are GP-9, SD-9, GP-20, GP-35, and SD-35's. The U25B 6708, which was gutted by fire, will eventually emerge from Sacto as the prototype for the new U-25B rebuilds, possibly renumbered 6800. Cotton Belt (SSW) GP-30 5001 will become a 2500HP GP-35. No new number or details yet.

Boiler-equipped GP-9 3003 will become 3011, and might serve as the prototype for the forthcoming push-pull fleet now in the planning stages. Finally, due to the traffic slump, more than 45 units are stored at Los Angeles, including most of the eight GP-40's (7600-7607), all three GE U-50's (9950-9952), the three DD-35's (9900-9902), and many GP-35's and U-25B's.

CANADIAN NATIONAL reports a test of robot power between Jasper and Kamloops, BC. This produced a strange mixture of both CN and CP Rail power, as both the robot control car and locomotive used were CP Rail equipment. The purpose of the test was to gage the advantages of dispersed power in train handling and track wear. C.F. Armstrong, vice president of CN's Mountain Region, says the robots were not needed as boosters because CN's mountain line has favorable grades. CP Rail's line, however, is much tougher, so that system has been operating Robots while CN hasn't.

CN and CP Rail also are cooperating in a plan to streamline Canada's passenger service. Tentatively, the plan is for CP Rail to run the Trans-Canada trains. There will be a "land cruise" train between Calgary and Vancouver, requiring three train sets. Daytime trains across Canada from Ottawa to Calgary will require ten train sets. CP Rail also will power Montreal-Ottawa and Montreal-Quebec trains. That system figures it will need 30 passenger units and is planning to regear and renumber the FP-7A's — they will be 1400-1431. Canadian National will provide service between Montreal-Windsor and Montreal-St. John and the Maritimes.

CP Rail this year wants to get rid of some old diesels in this order: five FM C-Liners, 26 FM H-16-44's, 17 Baldwins (switcher and road switcher), 36 Alco FA/FB's, and 100 Alco RS-2, 3 and 10's. Business conditions will decide how many units are replaced. CP Rail, moving to scrap all "minority" power, will end up all EMD and MLW.

Late CP Rail news finds more new SD-40-2's arriving. All of the leased Bangor & Aroostook power has been returned, as has the British Columbia Ry power, now that the BCR strike has ended. Leasers on CP Rail now include four F's from the Bessemer & Lake Erie, three RS-3's from United Railway Supply, and 43 Geeps from Precision National.

Canadian National lost two units in a wreck in December. Passenger train 45, Ottawa-Toronto, powered by Alco FP-4's 6792-6860, was hit head-on by 318 with new GP-40-2's 9466 and 9487, Both 6792 and 9466 were destroyed. Also, express train 205 rammed 345 at St. Bruno, Quebec, killing two men in the caboose and demolishing the cab of 2036.

BAR's new Bi-centennial 1776, originally GP-7 73, is named Jeremiah O'Brien, for a reason unknown to Stephen J. Hoyle, 3 Colonial Village Dr., Arlington, Mass. 02174, who sent me this news. Steve visited the BAR at Northern Maine Jct. and found its new office building to be a real beauty. The 1776 was dedicated on December 6th. He says his area sees four of Amtrak's new SDP-40F's, the 600,601, 648, and 649. These are in New Haven-Boston service. He thinks they were originally planned for the Broadway Limited and National Limited.

A NATIVE of New York City, Lewis R. Hurst, Jr., is attending Talladega College in Talladega, Alabama. His address is Box 570A, 35160. After years of watching the blue-and-yellow Alcos on Long Island, he is enjoying the older EMD units seen on L&N and SCI in Talladega. L&N still uses F-7's and FP-7's on the local. SCL keeps GP-7 888 in town; she's ex-SAL 1708.

WILLIAM ROSENBERG, 8451 Beverly Rd., Kew gardens, N.Y. 11415, found a much-travelled old boomer working for McCormac Sand Co. in South Amboy, N.J. She's No. 26, a 600-hp EMC SW-1. Built in 1939 as Atlantic Coast Line No. 1901, she later went to Richmond Terminal and then to the Richmond, Fredericksburg & Potomac as No. 50, and then to Canton RR. as No. 26 (in 1956), and finally to McCormac Sand, which painted her black but kept the number 26. She's older than many steam engines that are now memories.

AN INTERESTING little switcher found on short lines and industrial properties today is the Whitcomb 65-ton Center-cab, model 65DE19A, known to most railfans as a "humpback," it was built solely for the Armed Forces in World War II, 169 being built from October, 1943, to March '45. Most of them (at least 125, according to X2200 South) were shipped to Army operations in Europe, working mainly in France, Italy, and England. Some of these veterans were sold by Army surplus centers in the U.S. to industry and short lines. Others that had never gone overseas worked Army bases in this country or were simply stored pending use. Many found their way into steel mills, scrapyards, quarries, cement plants, foundries, and heavy industry. The locos used overseas can be identified by weld marks on their frames where buffers and European couplers were removed Everett RR. 56 (now working for American Aggregates) is one of these.

The engine is small, but not dinky. Length over couplers is 43'2", with a 7-foot cab positioned squarely in the middle. She carries an 800-gallon fuel tank, two Buda model DCS supercharged, 4-cycle, 6-cylinder prime movers, each rated at 283 hp at 1200 rpm. Top speed is shown as 46.5 mph. The unit rides on two B-B trucks with 7-foot wheelbase and big 42" wheels. The wheel size is necessary to accomodate the four big 970A Westinghouse traction motors.

This humpback is a "loaf of bread" design, with high hoods sloping toward the ends. Hood sides are sloped in toward the roof, as is the cab. The mid-cab's roof rises very slightly over the hood tops, with a sharply slanted cab roof. The lines were designed to give maximum clearance in crowded operating conditions. Not all of the 65DE19A's had the sloping cab. Some, evidently intended for U.S. service, were built with a larger, full-width cab. This difference can be seen readily in the size of the end windows. The cab-side windows consist of two bypassing glass panes set in a square opening just under the roof edge. As the cab roof forms a "peak" between the two hoods, the term "humpback" is adequate.

Secondary owners are known for over 100 of these engines. The list includes many familiar short lines, the largest of which is the Union RR. of Pittsburgh, a U.S. Steel subsidiary. The Materials Services Co. of Lockport, Ill., is the champ, with 14 units. The little fellows went to Mexico and British Columbia, too, also Toronto and Costa Rica. But the bulk of them were to be found in the East and Southeast.

During the 1950s I ran into quite a few of them between Washington D.C., and Pittsburgh, Pa. Let's see, there were two on the Washington & Old Dominion, 53 and 54, and 102 on the East Washington, and one on the Potomac Edison (old Hagerstown & Frederick) in Frederick, Md. Then there was Everett RR. 56 in Everett, Pa., as well as 11 of them on the Union RR. The Allegheny & South Side in Pittsburgh also had one. So did the Pittsburgh & Ohio Valley on Neville Island.

The Deitch Co., a scrapper in Sharpsburg, Pa., bought Union 410 and used it as a yard horse to position steam locos and cars for scrapping. I remember the first time I saw this loco. It was about 1955. We were photographing Pennsy T-1's and NYC J-3's in the scrap line when 410 bore down on us, with two acetylene tanks strapped to her pilot — a mobile cutting torch, or weapon of destruction for these proud steamers.

Union RR. also leased a couple of Whitcombs to the Monongahela Connecting RR., J&L Steel property with a roster of classic relics all its own. Further west, I saw Whitcomb 65-tonners on Benwood & Wheeling Connecting (now Wheeling Steel), the Beech Mt. RR. in Alexander, W. Va. (replacement for a Shay), and Dayton Power & Light Co., in Dayton, Ohio.

Most of the engines are still operating, but of course many have been scrapped. One, at least, is to be saved. Jim Shaughnessy, of D&H fame, tells me that 380 of Republic Steel's Troy, N.Y. plant has been donated to the Mohawk & Hudson Chapter of NRHS and is currently stored at the road's Colonie Shops. Jim didn't report 380's builder's number, but I have a photo showing 60470 as being sold to Republic in March, 1947. She was built in 1944.

I'd like to hear from anyone discovering these locos. Please report builder's numbers so we can update the active list. The numbers to look for are 60331-60388, 60406-60504, and 60515-60526. I do not think that all of the locos found will have builder's plates, but if you give me the location and name of owner I might be able to pin it down.

MODIFICATIONS have been made on the 65DE19A's, as usual. Some were repowered with either Cummins or Caterpillar engines. The humpback was the biggest user of the Buda DCS engine, which never became popular. Buda is now a part of Allis-Chalmers. Some roads gave the humpback a set of radiator louvres in the hood ends. Some modified the handrails, installed spark arrestors, enlarged the sandboxes, even added steam-type tube pilots.

The stock louver system on the 65DE19A consists of two large air intakes per side, one on each hood beside the cab. Six inspection doors adorn each hood side, and each door carries a square grill with horizontal louvres. Above these doors on the hood shoulders are two long, thin, oval air intakes protected by screening. Stock ends are flat, with a single round headlight set at the extreme top. The entire loco is an example in simplicity. The only "frill" is skirting under the cab, which covers the fuel and air tanks, exactly like that on the GE 44-tonner. Bells, horns, etc., are placed at the whim of the owner, and all manner of placement has been observed.

GEORGE D. WHITCOMB CO. of Rochelle, Ill., has produced thousands of industrial and small-sized engines, starting back in 1922 with trolley and storage-battery electrics. Baldwin bought out the firm in the early 1950's and continued for years to build switchers from Whitcomb designs but with Baldwin plates. Now, of course, Baldwin no longer builds locos. The 30-odd years of Whitcomb locomotives has produced a myriad of design. There are other 65-tonners, produced after the humpbacks, which look like the same products. But only model 65DE19A is a true humpback.

As the engine has never received much publicity, little information is available on it, but the best reference that I know of is in the Sept.-Oct. 1972 issue of EXtra 2200 South. This includes a drawing of a stock model, with photos of three variations.

Number 6998, one of Penn Central's only two SD-7's, was in Sharon Yard in Cincinnati on January 22nd. She's one of the locos that were specially ballasted and geared for use on the steep Madison hill in Madison, Indiana . . . Late reports say that those five L&N SE-38-2's we talked about earlier are slated for service on the hump at Boyles Yard in Birmingham, Alabama . . . Steve Hubbard, 16384 Comdon Road, Albion, Mich. 49224, says Amtrak has replaced PC Budd Car 55, used for Ann Arbor-Detroit commuter service, with an E-8 and two coaches.

SEND diesel news to my home at 821 Clearfield Lane, Cincinnati, Ohio 45240.

Western Maryland four-unit diesels hauling eastbound coal drag out of Henry, W. Va.
Steve Ward, Westwood, N.J.

The Story of NEW HAVEN ELECTRIFICATION

by Sy Reich

The graceful arcs of the AC catenary system rise over this ttain of old New Haven "mutts" as they bring a local westbound through the rambling Westchester County countryside. Still today vestiges can be found of the rambling roses, planted on this line many years ago, which aimed at establishing it as "The Route of the Roses." From its financial history, it had to be red roses.

Photograph from New Haven Division of Penn Central

A FABULOUS era began on the New Haven in 1895 with the first electrification of a steam road. That era saw the introduction of the third rail. Also high-speed passenger and freight operation. It produced the first large single-phase AC high voltage system and the rise of a fleet of fast, high-capacity, multiple-unit cars and ten successful ignition passenger locomotives.

Although that era was eclipsed not long ago when Electro-Motive put out its FL-9 electric diesel-electric locomotives, the scene is once again brightening with the operation of high-speed Metroliners, and launching of new MU cars by the New York Metropolitan Transportation Authority and the Connecticut Department of Transportation as well as the impending start of through passenger service using Amtrak's new electric passenger locos.

No. 375, an ignition loco, was a work-horse on railroad for years prior to PC take over.

Photograph by Sy Reich

A look back will show how all these wonders came to pass. The electrically-propelled vehicle was developed during the 1880s and '90s. In those decades many city transit lines were electrified and numerous others were built, but steam still ruled the high iron. Prior to June 3, 1895, almost nobody dreamed of operating a mainline railroad without the nostalgic steam whistle and firebox.

On that date, however, certain engineers and officials of the steam-

powered New York, New Haven & Hartford, desirous of improving their Shore Line operation between Boston and New York, cautiously opened an electrification of the short branch between Nantasket Beach and Pemberton, Massachusetts.

This 4.95-mile experiment made history. It anticipated by several months the famous Baltimore & Ohio tunnel electrification at Baltimore and was, in fact, the first electrification of a steam road in America.

Actually, it involved 13.01 track-miles. Trolley wire shaped like a figure 8 was hung directly over the track on supporting brackets without the use of insulators. The equipment used on this pioneering job consisted of six open motor passenger cars — not unlike the "toast-rack" trolleys which later became popular on many city systems — and four closed express motors, which were assigned also to haul freight trains. Each car had an average weight of 60,000 pounds.

Several days before the official opening, company executives and newspaper men took an inspection trip. A special three-car train left Boston behind a high-wheeled steam express locomotive. Upon arrival at the junction with the electrified branch, the steamer was uncoupled and a closed express motor was coupled onto the train.

Next day, a Boston newspaper proclaimed: "The electric car effortlessly started the special train and accellerated it to 60 miles per hour much smoother and faster than the steam locomotive that had brought the train down from Boston."

Preliminary tests on the Nantasket Beach branch showed that the trolley-pole method of current collection was not satisfactory. Although trolley wire is good for getting electricity to a moving vehicle on a slower route, New Haven operation had to avoid the trouble caused by poles leaving the wire at high speed. So on July 26, 1896, the Nantasket Beach experiment was extended a half-mile to East Weymouth, with third rail.

The original third rail differed greatly from the type now found on many rapid-transit and mainline electrifications. Shaped like an inverted V, it weighed 98 pounds to the yard. Placed on insulators between the two running rails, its apex pointed about an inch above them. Each motor car of the first electrification had a third-rail pickup shoe mounted between the rails on each truck in such a way that the shoe rode on the apex surface of the inverted V. The third rail had breaks at switches and crossings.

Electric trains on the Nantasket Beach branch ran most of the way with trolleys. During the last half-mile the poles were lowered and the motorman operated a control switch, the train proceeding with current from the third rail. In 1896 this line carried some 700,000 passengers as the ten motor cars racked up 6000 train-miles on the 5½-mile branch.

THE NANTASKET BEACH project proved so successful that in December, 1896, the New Haven electrified its lines between Hartford and New Britain (9.3 miles), New Britain and Berlin (3 miles), and New Britain and Bristol, Cooks, Plainville, and Forestville (one track of a double-track line — 8.8 miles), using the same third-rail operation. A new power plant was built at Berlin. Trains usually consisted of two cars, each 51 feet long and seating 96 passengers. One car was a motor, the other a trailer. Both had third-rail shoes to bridge the gaps at road crossings and also for special work.

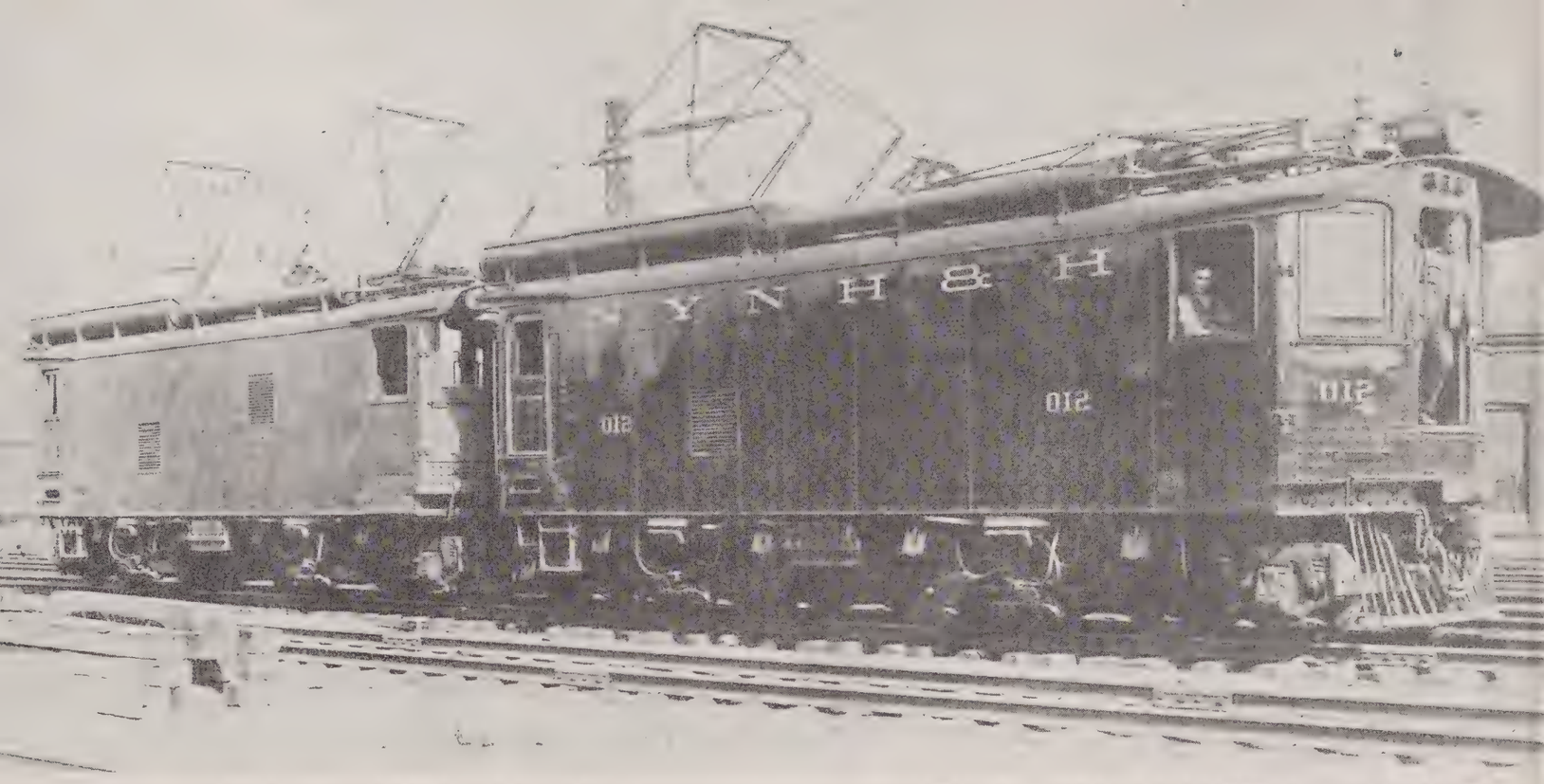
These pioneer projects proved that electric-powered trains on steam roads could carry more passengers and make more stops on fast schedules. The New Haven learned that such trains were capable of rapid acceleration and smooth running and that these same high-speed passenger locomotives could be used on freight.

But not even versatility and good performance satisfied the company's engineers. Conducting a series of test to compare the cost of operating steam and electric trains, they determined that electrification was economically sound.

This power enabled them to increase a line's capacity without laying more tracks and it permitted easier

Collection of Gorton T. H. Wilbur

The 0217, Alco-General Electric built in '26, was 500-hp and carried 4 GE 285-A motors.



No. 012, a 2-4-4-2 type, had 62" drivers and weighed 220,140 lbs. Zero used to tell power difference when steam engines had same number.

Collection of Gorton T. H. Wilbur

operation with less discomfort to passengers from smoke, noise, and cinders. It also made possible the speeding-up of schedules because of the electrics' more rapid acceleration and higher attainable speeds. Furthermore, with sufficient traffic density, the electrics could do all those things for less money than steam could.

In 1896 the New Haven extended its Nantasket Beach electrification 4.4 route-miles to Braintree, and in '99 an additional 3.4 miles from Nantasket Junction to Cohasset. Two years later the road electrified between Providence, R.I., and Fall River, Mass — two tracks to Warren, R.I., and one to Bristol, R.I., and Fall River — for a total of 11.95 route-miles and 74.26 track-miles. A new power plant was built at Warren.

All the projects mentioned so far used 600 volts DC. The 46 cars operating on the Fall River line included 24 trailers, nine combine coaches, two baggage and express motors, and 11 coach motors. Each was 40 feet long, weighed 20,000 pounds, and had four 80-hp motors. One standard 70-foot car was attached to each train.

BUT a setback came in 1904, the year after New York Central began rebuilding its old Grand Central Station into the Grand Central Terminal of today. In 1904, declining traffic caused the New Haven to abandon its Braintree-Cohasset electrification. This emphasizes the fact that "juice" operation is economical only for dense traffic. Then in 1932, with the Depression in full swing, the NH gave up its Providence electrification for the same reason.

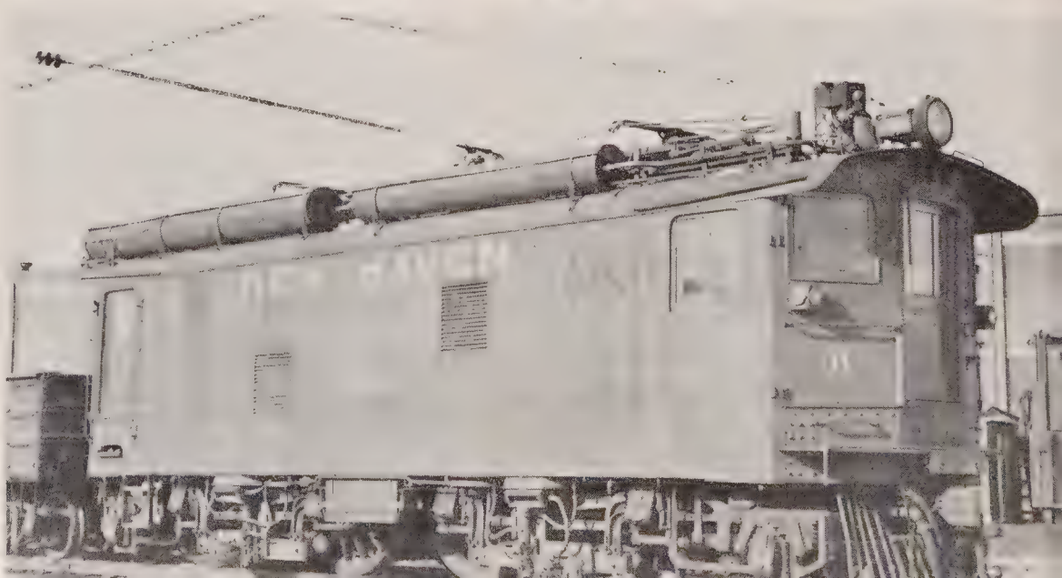
Meanwhile, on December 11, 1896, a project for moving freight only by electric power had gotten under way at New Haven, Connecticut. Although such power can and does handle freight efficiently, passenger service was the main reason for the New Haven's electrification.

The 1896 setup involved the Manufacturers' Railway, a switching and transfer road founded by Bigelow Boiler Company but taken over later by the New Haven Railroad. This little road began operating a steeple-cab electric locomotive, No. 1. Built by Thompson Houston with a B wheel arrangement, it was put to work switching freight cars between the New Haven yards and various industrial plants. It used 600 volts DC from an overhead trolley wire.

In 1906 and 1907 the New Haven electrified in part of Connecticut, mostly passenger operations, and installed catenary experimentally between Burnside and Vernon to replace trolley wires in some high-speed experiments.

THUS, early in the 1900s, this road had undergone nearly a decade of electrification. But a major test was about to come. When the City of New York, disgusted with coal smoke, ordered the electrification of service into Grand Central, the New Haven considered the matter carefully. It had a choice. Either electrify the terminal operations over New York Central

No. 01, an EP-2, hauling drag years ago. Note her whistle located atop engineer's side.



trackage, erecting a steam-engine terminal at Woodlawn and changing motive power there, or undertake a vaster and more expensive project.

As we have seen, the NH had acquired experience with catenaries as well as third rail and used both MU cars and electric locomotives, so its engineers and officials had ample background for the decision they would have to make.

Being men of vision, they foresaw a building boom in Westchester County and lower Connecticut. They realized that a great number of trains would be needed for the future commuters in addition to the people traveling between New York, Boston, Springfield, and other New England points. Such traffic could not be handled except by an electrified line — unless the company were to increase the number of tracks on its crowded four-track main stem.

Facing this situation, the management decided upon multiple-unit electric cars for commuters and local passengers, with through trains pulled by electric locomotives. For the first installation in the Grand Central scheme they chose the stretch between Woodlawn and Stamford and between Harlem River and the New Rochelle Junction; and if this electrification turned out well, they planned to extend it.

In 1905 the New Haven Railroad asked General Electric and the Westinghouse Electric and Manufacturing Company for bids to electrify these lines. The NH selected an overhead system to avoid the danger of tresspassers being electrocuted on third-rail electrifications as some had been in the past. Catenary suspension, declared successful after high-speed experiments, was decided upon.

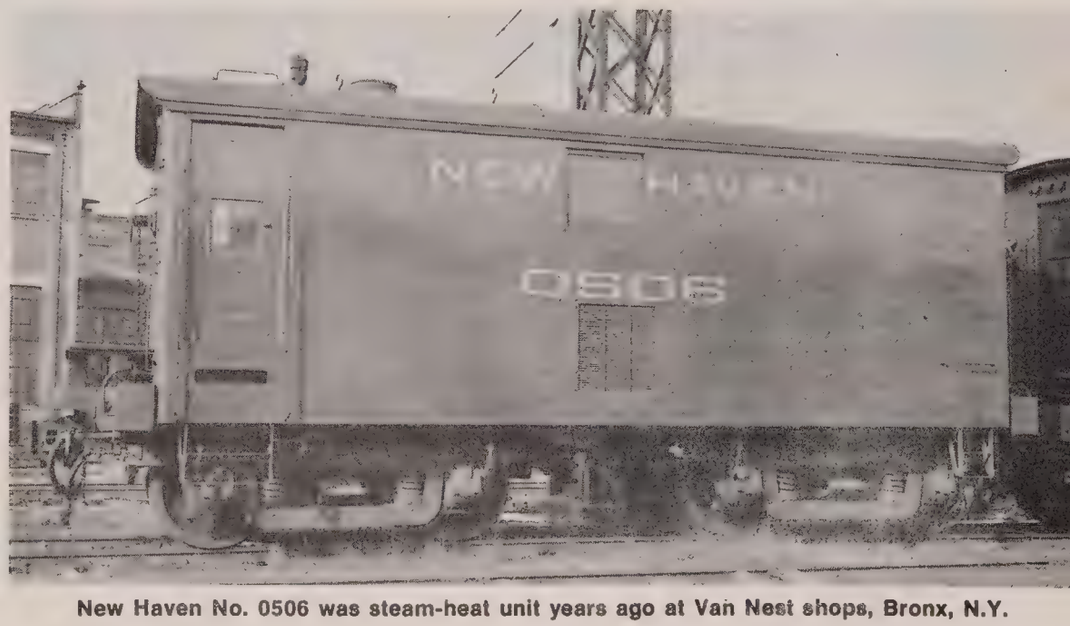
The New Haven called for proposals using either 600-volts DC or 3300-volts AC in the wire. In each case, locomotives had to be able to operate on the New York Central electrification into Grand Central, which used underrunning third rail supplied with 600-volt DC. This necessity, plus the requirement that the locomotives be able to change from third-rail to overhead collection at speed, taxed the ingenuity of the great electric companies.

WE COME now to the conflict between those who favored AC (alternating current), represented by the Westinghouse Electric Company, and the proponent of DC (direct current), General Electric.

The first railway electric operations

The 0305, an EP-1, built by Baldwin-Westinghouse, shown at Danbury, Conn., August '38.

EF-1 No. 096, built by Baldwin-Westinghouse in 1912, at Cedar Hill, Conn., in May, '38.



New Haven No. 0506 was steam-heat unit years ago at Van Nest shops, Bronx, N.Y.

All photos on this page from collection of Allan H. Roberts

Baldwin-Westinghousd built the 102 in 1912 seen at Van Nest shops, in March, 1950.

During the hot weather in the 1940s (above), the New Haven commuters found their air-conditioning came from a breeze stirred up by ceiling fans. Many cars had these fans whirring for years afterward. One homebound rider is reading his favorite newspaper, now long gone, New York Sun. Grand Central Terminal-bound commuter train (right) stops at Stamford, Conn., station. This New Haven train, sans fans, was all air-conditioned.

Photographs from New Haven Division of Penn Central

were carried out with DC. Much experience had been accumulated in designing DC equipment on the New Haven and on many trolley lines throughout the country. DC motors were not only simple to design but had certain technical advantages over AC. However, direct current is hard to transmit. DC voltage is not easily increased nor decreased economically. The common 600 volts of DC, which was very low, required the use of substations supplying the third rail or overhead wire to be placed close together. This was impractical on long electrified lines.

AC, on the other hand, is easy to transmit. It can be stepped up to high voltage or reduced to low voltage without difficulty using the very efficient transformer.

Thus, because AC could be transmitted at high voltages more cheaply than DC, substations for it could be placed much further apart. Transformers housed on the locomotive could reduce the high voltage AC, collected from overhead, to low voltage AC for use in the locomotive motors. AC motors, though, were less efficient than DC motors.

Thus the battle shaped up. Advocates of AC pointed to the huge gain in efficiency of transmission, the requirement for fewer substations, and the general economy of less copper wire being needed. By contrast, DC supporters cited the greater efficiency of DC motors and the vast experience gained from years of DC electrifications.

New Haven engineers, planning for an electrified entry into the new Grand Central Terminal, then under construction, faced this problem: DC or AC, and what voltage?

GENERAL ELECTRIC offered seven different types of locomotives, four for DC, three for AC. Two of the DC's were designed for 600 volts DC overhead and two for 1200 volts DC overhead. One locomotive for each voltage was to weigh 97 tons, the other 75 tons.

These electric locomotives resemboled the motive power that Gen-

eral Electric was then building for the Central, classes S-1 and S-2. The locos were to have a 1-D-1 wheel arrangement and be equipped with four gearless motors like their Central counterparts.

Two of the locomotives proposed for 3300-volt AC catenary operation would have a 1-CxC-1 wheel arrangement and would weigh 145 tons each. One was designed for 25-hertz AC supply and the other for 12.5-hertz AC current. A third AC locomotive, designed for 12.5-hertz was to be of the side-rod type similar to the famous Pennsy DD-1's, with a 2-4x4-2 wheel arrangement.

General Electric promised that if the New Haven decided to use the DC locomotives, which were supposed to be more economical, and AC overhead, tenders built for them would house a motor generator to convert AC current from overhead to DC for use by the locomotive. Note that the AC locomotives had motors designed to operate on either AC or DC and did not require such a tender.

Unlike General Electric, which had always advocated DC, Westinghouse Electric Company had been experimenting with AC within its own plant area and advised the New Haven Railroad to use high voltage in the catenary for economical transmission. It recommended 11,000 volts AC at 25-hertz and designed a locomotive having a B-BxB-B wheel arrangement.

Westinghouse also submitted proposals for two DC locomotives of 1-B-1x1-B-1 wheel arrangement, in addition to a B-BxB-B locomotive to use on 15-hertz AC current.

The New Haven management studied these and other proposals. With the possibility of extending the electrification to New Haven, then to Boston, they contracted with Westinghouse to electrify the important and heavily-traveled main line from Woodlawn to Stamford with 11,000 volts AC at 25-hertz. This was a daring step, because at that time no railroad had been electrified at 11,000 volts, while the commercial use of alternating current was practically non-existent.

WE CONGRATULATE those pioneers for their wise choice. All subsequent major domestic electrifications followed their lead until commercial-frequency electrifications became practical with the introduction of reliable electronic rectifiers. The first such commercial frequency electrification was the Muskingum Electric Railway in Ohio, put into service in 1968. Following the New Haven electrification, extensive projects in Europe, too, adopted high-voltage AC, although at a different frequency, so as to be compatable with commercial European power frequencies.

The New Haven's route between Woodlawn and Boston, known as the Shore Line, follows the northern rim of Long Island Sound. Years before, Long Island Rail Road engineers, envisaging the LIRR as the main line between New York and Boston, had said it was impossible to build a railroad along the coast of Rhode Island and Connecticut.

The route has 70 separate curves in 60.52 miles of electrified line between Woodlawn Junction and the New Haven passenger station, the sharpest of which is west of Bridgeport, site of the two wrecks of The Federal. The longest stretch of straight track in this area is 15,392.78 feet, located between Larchmont and West Street.

Photographer Roberts had an ideal day almost ten years ago catching this New Haven hopper train leaving Hell Gate bridge in Queens.

Photograph by Allan H. Roberts

When Pat Maginnis was head of the New Haven he said that a passenger traveling between New York and Boston went around in seven complete circles. But despite the curves, the road's Engineering Department built a high-speed railroad. Normal operating speed of express trains over the electrified main line is 70 miles per hour.

The engineers laid the rails on stone ballasted roadbed and, by using superelevation, were able to maintain the normal 70 mph maximum speed around all but six of the 70 curves. Since 1905, when 100-pound rail was laid in a general electrification improvement, rail weight has been increasing until now the standard is 131 pounds on the 4 main-line tracks.

Three New Haven branches also were electrified. The six-track 11.22-mile Harlem River branch between New Rochelle Junction and the Harlem River and 132nd Street in the Bronx provided freight entry for the New Haven into the big city and connections for the west and south. It was used also by commuter service between Harlem River and New Rochelle and was shared by the now-extinct New York, Westchester & Boston, with the Harlem River serving as the New York terminus of that road.

With the building of Hell Gate Bridge (pictured on this magazine's current front cover), the Harlem River Line allowed New Haven passenger trains from New England to enter Penn Station, New York, where Pennsy engines would take over to complete their runs to Washington and other points on the Pennsy System.

The New Canaan branch, a single-track route between New Canaan and Stamford, where it joins the Shore Line, had its 7.86-mile length electrified in 1901, using 600 volts DC to be compatable with local streetcar lines controlled by the New Haven Railroad. Later, this was changed to 11,000 volts to coincide with the main line.

The Danbury branch, 23.52 miles of single track entending between Danbury and South Norwalk, joined the electrification parade in 1925. In those days trains from New York operated as far as South Norwalk with electric engines. Then at South Norwalk a steam locomotive deadheaded from an existing engine terminal at Stamford, would be tied onto the train for the rest of the journey to Danbury and Pittsfield, Massachusetts.

To avoid deadhead milage between Stamford and South Norwalk for both steam and electric power the New

New Canaan branch as it looked in September, '59. The branch, a single-track route between New Canaan and Stamford, Conn., had its 7.86-mile length electrified in 1901.

Collection of Gorton T. H. Wilbur

Haven had to pick between building an engine terminal at South Norwalk or extending the electrification to Danbury, a division point which already had an engine terminal. They chose electrification.

THE FIRST electrification project between Woodlawn and Stamford was a busy mainline and commuting road. In order not to interfere with traffic, the work was done at night. In 1905, the job began with digging foundations for steel catenary bridges. Erection of these bridges across the tracks at intervals of several hundred feet gave visible proof to those who lived along the line that a big change was coming. The catenary bridges are used for supporting the catenary or overhead contact trolley wire.

Every few miles the construction gangs erected anchor bridges, onto which catenary wire was firmly attached. The anchor bridges also contained circuit breakers as well as other switch gear necessary to isolate one section of wire from another.

By insulating the trolley wires of parallel tracks from one another and by sectionalizing them along their length in much the same way that a model railroader sectionalizes his tracks to provide for control of more than one train, the railroad could disconnect any section of wire in case of emergency, while maintaining power on parallel tracks to allow operation of the line to continue. The isolation switch gear was generally controlled from interlocking towers.

The original catenary was different from the type used later. It consisted of three supporting wires parallel to the track and spaced apart by hangers to maintain them in the form of a triangle with the top side horizontal (parallel to the crossties) and the opposite vertex (point) used to suspend the contact or trolley wire. Two upper supporting wires are attached to insulators on the catenary bridges. Thus the contact wire is supported parallel to the center line of track, following it around curves.

This triangular-shaped catenary was chosen to provide rigidity. But a few months of operation proved that rigidity was not desirable. The existing catenary was modified by installing clips to give it more flexibility, yet retaining its triangular set up. However, all subsequent construction was non-triangular.

A STILL different type of catenary was used on the next stretch to be electrified, the Harlem River line. Once

Short Line Locomotive Rosters

Compiled by Sy Reich

For the purpose of our rosters, a short line railroad is defined as a common carrier listed in the Official Guide, the Pocket List of Railroad Officials, or both, with a route length less than 400 miles. Tractive effort and weight stated pounds.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GE, General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks Morse; GMD, General Motors Diesel Ltd.; MCGE, Montreal Locomotive Works-Canadian General Electric; Alco Pr., Alco Products; Alco, American Locomotive Co.

Ashley, Drew & Northern Railway

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Amgt	Tractive Effort	Weight	Date	Notes
———	102	900	GM-EMD	SW900	B-B	57,040	231,310	1959	1
———	150	1500	GM-EMD	SW1500	B-B	63,343	257,189	1970	
———	170-172	600	GE	70 ton	B-B	41,300	140,000	1948	2
———	173	600	GE	95 ton	B-B	47,500	190,000	1951	3
———	174	1200	GM-EMD	SW9	B-B	62,000	247,690	1952	
———	176	1200	GM-EMD	SW1200	B-B	62,000	246,840	1955	
———	178	1200	GM-EMD	SW1200	B-B	60,780	246,140	1963	

Effective date: Nov. 27, 1974. Sources of information: AD&N Eastman Kodak, Agrico Chemical Co. Units on present roster: 102, 150, 174, 176, 178.

(1) 102 was originally Hammonds-California Redwood Co. 102, then Feather River Ry. 102. (10/61), then AD&N 102 (10/65).

(2) 170, 172 were sold to American Agricultural & Chemical Co., renumbered 8-9. 171 sold to Crosset Lumber Co., renumbered 171; then sold to an unknown buyer.

(3) 173 sold to Eastman Kodak Co., renumbered 7 (6/55); then sold to Andrew Merrilles Co. Ltd.

Atlanta & Saint Andrews Bay Railway

———	501-502	1500	GM-EMD	GP7	B-B	60,635	243,200	1952	
———	503-504	1750	GM-EMD	SD9	C-C	87,450	356,660	1956	
———	505	1750	GM-EMD	SD9	C-C	87,060	355,100	1958	
———	506	3000	GM-EMD	SD40	C-C	92,482	384,150	1966	1
———	507	2300	GM-EMD	GP39	B-B	63,681	263,730	1970	2
———	508-509	2000	GM-EMD	GP38-2	B-B	62,521	265,100	1973	
———	901-902	1000	Alco-GE	RS-1	B-B	71,400	238,800	1942	3
———	903	1000	Alco-GE	RS-1	B-B	71,400	238,000	1942	3
———	904-905	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	4, 5
———	906	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	907	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	908	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	5
———	909	1000	Alco-GE	RS-1	B-B	72,750	242,500	1944	
———	910-911	1000	Alco-GE	RS-1	B-B	72,150	240,500	1945	6
———	912	1000	Alco-GE	RS-1	B-B	72,900	243,000	1947	
———	913	1000	Alco-GE	RS-1	B-B	73,020	243,000	1950	
———	1001-1002	1000	Alco-GE	S2	B-B	69,000	230,000	1942	1, 7
———	1501	1500	GM-EMD	F3A	B-B	59,640	244,000	1947	2

Effective date: Aug. 21, 1974. Sources of information: A&SAB, Department of the Army, Department of the Air Force, Defense Supply Agency, Tennessee RR., Southern Ry., State Ports Authority, Birmingham Rail & Locomotive, George R. Silcott, MD&W, CIRR, GM-EMD, Becker Sand & Gravel. Units on present roster: 501-509, 909, 912-913.

(1) 1002 sold to GM-EMD in trade for 506 (6/66), and scrapped.

(2) 1501 rebuilt to an F7A (1955), then sold to GM-EMD in trade for 507 (6/70), and scrapped.

(3) 901-903 requisitioned by U.S. Army, renumbered 8010-8012 (11/42). USA 8010 became U.S. Air Force 8010, then U.S. Navy 8010 (3/3/67), then USN 65-00512, then sold to Yaffe Iron & Metal, which scrapped it, selling the steel to Lone Star Steel. USA 8011 became Alaska RR. 1034 (6/51), then USA 8011 (11/56), then shipped to High Speed Ground Test Center at Pueblo, Colo. USA 8012 became USAF 8012, then sold to Birmingham Rail & Locomotive (1972), then sold to Hickory Steel Co. for scrap (2/74).

(4) 904 donated to Gulf Coast Community College, on permanent display in their railroad museum.

(5) 905-908 sold to Tennessee RR., renumbered 1-2 (7/55), 5 (6/57), 3 (11/55). TRR merged into Southern Ry., but these units were not renumbered. They were sold to Garrett Railway Car & Equipment Co. TRR 1 was then sold to State Ports Authority. TRR 2 and 5 were sold to Birmingham Rail & Locomotive then sold to International Minerals & Chemicals Corp. and renumbered 203-204. TRR 3 was then sold to George S. Silcott, then sold to the Minnesota, Dakota & Western, renumbered 15.

(6) 910 sold to Interprovincial Steel & Pipe Corp. 911 sold to Chattahoochee Industrial RR., renumbered 118.

(7) 1001 sold to Precision Engineering, renumbered 1001, then sold to George R. Silcott, renumbered 1001; then sold to Becker Sand & Gravel, renumbered 33 (7/68).

Atlanta & West Point Rail Road

———	551-552	1500	GM-EMD	FP7A	B-B	61,000	257,000	1949	1
———	553-554	1500	GM-EMD	FP7A	B-B	61,000	257,000	1951	1
———	571	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	1
———	572	1500	GM-EMD	GP7	B-B	60,000	247,000	1950	1
———	573-574	1500	GM-EMD	GP7	B-B	60,000	253,020	1951	
———	575	1500	GM-EMD	GP7	B-B	60,000	247,910	1952	
———	676-677	1000	BW	DS 4-4-1000	B-B	68,850	229,500	1949	1,4
———	678	1200	BLHW	S-12	B-B	68,850	229,500	1951	1
———	726	3000	GM-EMD	GP40	B-B	65,250	261,070	1967	
———	727	3000	GM-EMD	GP40	B-B	65,400	261,520	1968	
———	728-729	3000	GM-EMD	GP40	B-B	65,500	261,820	1969	
———	730-732	3000	GM-EMD	GP40	B-B	65,500	261,880	1970	
———	733	3000	GM-EMD	GP40-2	B-B	?	?	1974	

Effective date: Dec. 13, 1974. Sources of information: A&WP, Jacksonville Port Authority. Units on present roster: 573-575, 726-733.

(1) 676, 678, 571-572, 551-554 were traded in for new units or scrapped.

(4) 677 sold to Jacksonville Port Authority, renumbered 102; then sold to Seaboard Coast Line, renumbered 235.

The Atlanta, Stone Mountain & Lithonia Railway

———	1	600	GM-EMC	SW1	B-B	50,000	203,600	1939	1
———	6	400	Porter	65-ton	B-B	32,500	130,000	1942	2

Effective date: June 7, 1971. Source of information: ASM&L. Units on present roster: 1.

(1) 1 was originally Central of Georgia 1, then ASM&L 1 (1/57).

(2) 6 was originally Red River Ordinance Depot?, then U.S. Army 7022, then U.S. Navy Construction Battalion ?, then B.M. Weiss ?, then ASM&L 6 (8/54), then Pan American Engineering ? (11/59).

Atlanta Terminal Company

Effective date: May 29, 1964. No units on present roster.

The Atlantic & Danville Railway
(became the Norfolk, Franklin & Danville Railway in 1962)

_____	1	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	1
_____	2	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	1
_____	101-102	1500	Alco-GE	RS-2	B-B	?	?	1949	1
_____	103-104	1500	Alco-GE	RS-2	B-B	?	?	1949	1
_____	105-106	1500	Alco-GE	RS-2	B-B	?	?	1949	1
_____	107	1600	Alco-GE	RS-3	B-B	?	?	1951	1

Effective date: April 18, 1969. Source of information: N&W. Units on present roster: none.
(1) 1, 2, 101-107 became NF&D 1, 2, 101-107. 101-107 sold to builders in trade for new N&W power.

Atlantic & East Carolina Railway

_____	6	400	GE	44-ton	B-B	26,700	88,000	1943	1
_____	7	400	GE	44-ton	B-B	26,700	88,000	1943	2
_____	8	400	GE	44-ton	B-B	26,700	88,000	1943	3
_____	9	600	GM-EMD	SW1	B-B	59,500	198,000	1947	4
_____	400-401	1350	GM-EMD	F2A	B-B	56,500	225,750	1946	5
_____	402	400	GE	44-ton	B-B	26,700	88,000	1943	1
_____	403	400	GE	44-ton	B-B	26,700	88,000	1943	2
_____	404	600	GM-EMD	SW1	B-B	59,500	198,000	1947	4
_____	405	1000	Alco-GE	RS-1	B-B	69,120	233,040	1951	6
_____	406	1500	GM-EMD	GP7	B-B	57,733	236,280	1951	7
_____	1007	600	GM-EMD	SW1	B-B	59,500	198,000	1947	4
_____	8230	1500	GM-EMD	GP7	B-B	57,733	236,280	1951	7

Effective date: Nov. 11, 1974. Source of information: SOU. Units on present roster: 1007, 8230.
(1) 6 was originally U.S. Army 7088, then Laurinburg & Southern 102 (1947), then A&EC 6 (1950), then A&EC 402, then retired (8/70) and scrapped.
(2) 7 was renumbered 403, then retired (6/66) and scrapped.
(3) 8 was sold to General Electric (6/57), then sold to American Smelting & Refining, renumbered 44 (6/57).
(4) 9 was renumbered 404, then 1007 (1/73).
(5) 400, 401 were retired (8/7/61) and scrapped.
(6) 405 was originally Atlantic & North Carolina 500, then A&EC 405, then sold to GE in trade for new power (6/28/72).
(7) 406 was originally A&NC 501, then A&EC 406, then A&EC 8230 (6/17/71).

Atlantic & Western Railway

_____	100	600	GE	70-ton	B-B	41,300	137,600	1950	
_____	101	500	Porter	80-ton	B-B	48,000	160,000	1945	1

Effective date: Aug. 22, 1974. Source of information: A&W. Units on present roster: 100, 101.
(1) 101 was originally U.S. Navy 65-00141, then Durham & Southern 500 (10/62), then A&W 101.

Augusta Railroad

_____	6	?	Plymouth	8-ton	B	4,000	16,000	?	1
_____	7	250	Vulcan	34-ton	B	17,500	70,000	1942	2

Effective date: Sept., 1967. Units on present roster: 6, 7.
(1) 6 was built for the corps of Engineers.
(2) 7 was originally Maumelle Ordance Works "Plant Loco 1," then U.S. Army 8223, then Augusta 7.

Augusta & Summerville Railroad

Effective date: May 17, 1967. No Units on present roster.

Augusta Union Station Company

Effective date: May 17, 1967. No units on present roster.

Aurora, Elgin & Fox River Electric

5	300	GE	45-ton	B-B	22,500	90,000	1946	

Effective date; Aug. 19, 1974. Source of information. AE&FRE. No units on present roster. No. 5 sold to Chicago Gravel.

Auto-Train

_____	621	1200	BLHW	S-12	B-B	59,325	238,100	1952	1
_____	622	1000	Baldwin	VO 1000	B-B	59,500	238,100	1944	2
_____	623	1000	Baldwin	VO 1000	B-B	60,000	238,100	1945	3
_____	624	1000	Baldwin	VO 1000	B-B	60,000	238,100	1945	3
_____	4000-4004	3600	GE	U36B	B-B	64,300	257,000	1971	4
_____	4005-4009	3600	GE	U36B	B-B	64,300	257,000	1972	
_____	4010-4012	3600	GE	U36B	B-B	64,300	257,000	1974	

Effective date: Aug. 29. 1974. Sources of Information: A-T, WP, EL. Units on present roster: 621-624, 4000, 4002-4003, 4005-4012.
(1) 621 was originally Erie Railroad 621, then Erie Lackawanna 621, then Naporano Iron & Metal 621, then A-T 621 (1972).
(2) 622 was originally U.S. Navy 65-00059, then A-T 622 (1973).
(3) 623-624 were originally Western Pacific 583, 581; then A-T 623-624 (10/73).
(4) 4001, 4004 were wrecked and scrapped (1973).

The Baltimore & Annapolis Railroad

_____	50	600	GE	70-ton	B-B	35,000	140,000	1950	

Effective date: Nov., 1974. Units on present roster: 50.

again, catenary bridges spanned the multiple-track line. From adjacent bridges two steel cables were strung parallel to the tracks. Heavy steel bars were attached to them parallel to the ties. Simple steel catenary wire construction was hung from insulators attached to these steel bars, which were placed between the catenary bridges. Copper wire fastened to the steel catenary wire was used for contact wire. This kind of suspension gave flexibility.

The 1925 electrification of the Danbury branch was unique. This single-track line did not require heavy-duty installation. Instead, single steel upright bents supported a steel member across the track from which insulators were hung. This construction was similar to that used on numerous single-track trolley and interurban lines, except that it was more substantial since the catenary weighed more than a single trolley wire.

The 25-mile project was begun in October, 1924, and opened for passenger operation the following July. This is quite a record, considering that normal service was maintained during construction.

During this period, the railroad was installing overhead wire on many yard tracks and sidings. Oak Point Yard became probably the largest electrified yard in the country.

In 1908, with the opening of the first project, between Woodlawn and Stamford, the road had 22½ route-miles and 110 track-miles electrified. When the last of the projects, the Danbury branch, was finished, the New Haven had some 112 route-miles under wire, including 562 track-miles, 195 miles of yard tracks, and 367 miles of mainline track.

BECAUSE in 1905 the quantity of power that the New Haven required was not available commercially, the company built its own power plant at Cos Cob, Connecticut. There, in 1908, three Westinghouse 3750 kilovoltamp, single-phase, 25-hertz. AC generators were put into service. Each was driven by a steam turbine operating at 1500 rpm, using steam of 100 degrees superheat at 180 pounds per square inch.

The 28 boilers which supplied steam for the turbines were fired by coal. The generated 11,000 volts AC was stepped up in transformers to 22,000 volts for transmission along the main line. At each anchor bridge, transformers reduced the 22,000 volts to 11,000

for contact wire. Substations were located at Port Chester, Greenwich, Stamford, and South Norwalk.

As the trains grew longer and operated more frequently, power drain at Cos Cob increased. Additional equipment was installed there. At length in 1915, a substation was built at West Farms to bring additional electricity from Sherman Creek power plant of the Consolidated Edison system to the New Haven Railroad.

At the time of electrification, signaling along the lines was revamped and a peculiar type of left-handed semaphore was developed to fit clearance requirements. In general, the electrified main stem had four indication signals with more indications provided at junctions and other places as needed. They used the aspects and indications standardized by the Association of American Railroads.

In recent years we have seen some signal and interlocking modernizations. Searchlight signals replaced semaphores on much of the main line. The New Rochelle interlocking machine was converted to a route type interlocker and consolidated with the interlocking east of New Rochelle. And in 1954, a UR CTC push-button interlocking machine at New Haven replaced several armstrong interlockings and switchmen on the ground.

Westinghouse Electric Company, which had been awarded the contract for electrification, had the problem of designing a locomotive to haul through mainline trains in the electrified area at a schedule at least equalling that made by steam power.

Engineers of Westinghouse and the railroad decided upon using many relatively small locomotives rather than a few big ones. These were equipped with multiple-unit connections so that as many units as necessary could be coupled and controlled by one engineman.

Thus the New Haven pioneered the building-block technique, which later became popular with diesel-electrics. A given locomotive could be used singly on a light four-or five-car local or multiplied in combinations of three or even four to handle the longest and heaviest passenger or freight train with equal ease. Each unit had high availability.

Westinghouse, in conjunction with Baldwin Locomotive Works, built box-cab double-ended locomotives with a B-B wheel arrangement. Each was equipped with two pantographs to collect 11,000-volt AC current from the

Baltimore & Eastern Railroad

Effective date: March 30, 1964. Source of information: PRR. No units on present roster.

Baltimore & Ohio Chicago Terminal Railroad

DS-3E	216-221	600	GM-EMD	SW1	B-B	24,000	196,500	1942	1
DS-4E	409-411	1000	GM-EMD	NW2	B-B	31,000	247,000	1943	2
DS-17EC	590-597	1200	GM-EMD	SW9	B-B	35,000	247,000	1952	3
SW-1	8416-8421	600	GM-EMD	SW1	B-B	24,000	196,500	1942	1
NW-2	9509-9511	1000	GM-EMD	NW2	B-B	31,000	247,000	1943	2
SW-9	9600-9607	1200	GM-EMD	SW9	B-B	35,000	247,000	1952	3

Effective date: Sept. 16, 1974. Sources of information: B&O, Luntz Corp., Naporano Iron & Metal Units on present roster: none.
(1) 8416-8421 were originally 216-221, classed DS-3; then reclassed DS-3E (1943); then 8416-8421 and classed SE-1; then reclassed SW-1. 8416-8419, 8421 were sold to Baltimore & Ohio, renumbered 8416-8419, 8421 (1/74). 8420 was sold to Naprano Iron & Metal (4/12/68) and scrapped (1968).
(2) 9509-9511 were originally 409-411, classed DS-4; then reclassed DS-4E (1943); then 9509-9511 and classed SE-4; then reclassed NW-2. 9509-9511 sold to B&O renumbered 9509-9511 (1/74). B&O 9511 sold to Luntz Corp. (4/74), which claims it has no record of this transaction.
(3) 9600-9607 were originally 590-597, classed DS-17EC, then 9600-9607, classed SE-6C; then reclassed SW-9. 9600-9607 sold to B&O, renumbered 9600-9607 (1/74).

Bamberger Railroad (abandoned)

_____	570	1000	Alco-GE	RS-1	B-B	?	?	1943	2
_____	601-602	800	GM-EMD	SW8	B-B	50,596	205,715	1952	1

Effective date: Nov., 1974. Sources of information: GM-EMD, YW, UP. Units on present roster: none.
(1) 602 sold to Yreka Western, renumbered 602 (2/58).
(2) 570 rebuilt by GM-EMD to 1200 hp (1951), then sold to Union Pacific, renumbered 1270 (1959).

Barre & Chelsea Railroad
(Part became the Montpelier & Barre; remainder abandonned)

_____	12	600	GE	70-ton	B-B	35,000	140,000	1947	1
_____	13-14	600	GE	70-ton	B-B	35,000	140,000	1947	2
_____	15	600	GE	70-ton	B-B	35,000	140,000	1948	3

Effective date: Nov., 1974. Source of information: BM&L., L&S. Units on present roster: none.
(1) 12 was inherited by M&B, renumbered 12 (12/56); then sold to Belfast & Moosehead Lake, renumbered 53 (1970).
(2) 13 sold to St. Johnsbury & Lamoille County, renumbered 52 (1956); rebuilt (6/56). 14 was inherited by M&B, renumbered 22 (12/56); then sold to Frankfort & Cincinnati, renumbered 22; then sold to Laurinburg & Southern, renumbered 109.
(3) 15 leased to SJ&LC as its number 47; then inherited by M&B, renumbered 20 (1/58) then sold to F&C, renumbered 20 (4/62).

Bath & Hammondsport Railroad

_____	D-1	400	GE	44-ton	B-B	26,400	89,000	1949	1
_____	D-2	200	Plymouth	JDT	B	15,000	51,000	1959	2
_____	D-3	400	GE	44-ton	B-B	22,000	88,000	1950	3
_____	4	660	Alco-GE	S1	B-B	49,600	198,300	1950	4
_____	5	660	Alco-GE	S1	B-B	49,250	197,000	1950	5

Effective date: Nov., 1974. Sources of information: B&H, Quaker Oats, George R. Silcott, M.D. Friedman Co., L&N, NYC&SL, N&W, NYC. Units on present roster: 4, 5.
(1) D-1 sold to George R. Silcott, then to Dansville & Mount Morris, renumbered 2 (2/71).
(2) D-2 was sold to George R. Silcott, then to Quaker Oats Co., (8/63)., which did not number it.
(3) D-3 was originally Nashville, Chattanooga & St. Louis 103, then Louisville & Nashville 3103, then Preston W. Duffy 3103, then George R. Silcott 3103, then B&H D-3 (10/63), then George R. Silcott D-3 (9/70), then M. D. Friedman Co., where it operates with no number.
(4) 4 was originally New York, Chicago & St. Louis 85, then Norfolk & Western 2085, then George R. Silcott 2085, then B&H 4 (2/71).
(5) 5 was originally New York Central 872, then Despatch Shops 5, then B&H 5 (9/70).

Bauxite & Northern Railway

_____	9	1000	Alco-GE	S2	B-B	?	?	1948	1
_____	10	1200	GM-EMD	SW9	B-B	64,000	248,000	1952	2
_____	11	1200	GM-EMD	SW1200	B-B	64,000	248,000	1954	2
	12-13	1600	Alco	RS-3	B-B	62,900	251,600	1955	3
_____	14	1500	Alco-GE	RS-2	B-B	?	?	1949	4
_____	15-16	?	GM-EMD	?	?	?	?	1974	

Effective date: Feb. 26, 1971. Sources of information: B&N, MP. Units on present roster: 15, 16.
(1) 9 sold to Massena Terminal, renumbered 12 (9/54).
(2) 10, 11 sold to Missouri Pacific, renumbered 1254, 1260; then renumbered 1218, 1260.
(3) 12, 13 were originally MP 4502, 4504; then MP 975, 977; then B&N 12, 13, then sold to Union Equity Cooperative Exchange, renumbered 1, 2 (11/30/74, 12/3/74).
(4) 14 was originally ?, then Whisler Equipment ?, then B&N 14, then Point Comfort & Northern 9.

Beaufort & Morehead Railroad

_____	8	300	GE	50-ton	B-B	25,000	100,000	1941	1
_____	45	300	GE	45-ton	B-B	27,000	90,600	1952	2
_____	65	300	Whitcomb	65DE-19a	B-B	39,000	130,000	1944	3
_____	75	750	Whitcomb	80DE-7b	B-B	35,000	140,000	1947	5
_____	85	400	Whitcomb	85-ton	B-B	51,000	170,000	1944	4
_____	95	?	Whitcomb	65-ton	B-B	39,000	130,000	1947	6
_____	7410	380	GE	44-ton	B-B	22,000	88,000	1940	7

Effective date: Oct. 3, 1969. Source of information: B&M. Units on present roster: 65, 75, 85.
(1) 8 was originally Naval Ammunitions Depot 2, then US Navy 65-00405, then B&M 8, then sold to Milton Manufacturing Co.
(2) 45 sold to Birmingham Rail & Locomotive, then to St. Louis Car Co. (7/12/62), renumbered 57-6.
(3) 65 was originally U.S. Army 8421, then Military Railway Service 1347, then Union Railroad 404, then Marblecliff Quarries ? (1957), then P.W. Duffy ?, then Franklin & Carolina ? (11/46), then B&M 65 (8/58).
(4) 85 was originally USN ?, then B&M 85 (2/62).
(5) 75 was originally Steelton & Highspire 37, then S&H 7, then Bethlehem Steel 7, then B&M 75.
(6) 95 was originally USN 65-00010, then B&M 95.
(7) 7410 was originally Arkansas Valley Interurban 92, then USA 7410, then B&M 7410.

Beaver, Meade & Englewood Railroad

Effective date: Sept. 27, 1965. Source of information: MKT. No units on present roster.

Beech Mountain Railroad

_____	42	650	Whitcomb	65DE-19a	B-B	32,500	130,000	1944	1
_____	100	500	Whitcomb	80-ton	B-B	40,000	160,000	1942	3
_____	8820	500	GE	80-ton	B-B	40,325	161,300	1943	2

Effective date: July 24, 1970. Sources of information: BM, SB, Becker. Units on present roster: 100.

(1) 42 was originally U.S. Army 8443, then S.A. Healy Construction Co.? (12/47), Then South Buffalo 42 (1st) (4/48), then Pan American Engineering Co. 42 (2/54), then Keystone Industrial Products 42 (2/54), then BM 42 (2/54), then sold to American Aggregates, renumbered 42.

(2) 8820 was originally B&O 190, then B&O 198 (1948), then B&O 8820 (1956), then BM 8820 (3/61), then Becker Sand & Gravel 23, then scrapped (1974).

(3) 100 was originally U.S. Navy 000312, then BM 100.

Belfast & Moosehead Lake Railroad

_____	50-51	600	GE	70-ton	B-B	41,300	137,600	1946	
_____	52	600	GE	70-ton	B-B	41,300	137,600	1951	
_____	53	600	GE	70-ton	B-B	41,300	137,600	1947	1

Effective date: Aug. 14, 1974. Source of information: B&ML. Units on present roster: 50-53.

(1) 53 was originally Barre & Chelsea 12, then Montpelier & Barre 21 (12/56), then B&ML 53 (1970).

Bellefonte Central Railroad

_____	5323	1200	GM-EMD	SW9	B-B	74,500	248,000	1953
_____	5624	1200	GM-EMD	SW1200	B-B	74,500	248,500	1956

Effective date: Aug. 16, 1974. Source of information: BC. Units on present roster: 5323, 5624.

The Belt Railway Company of Chicago

300	300	600	Alco	HH 600	B-B	50,750	203,000	1934	1
301	301	600	GEIR	Box Cab	B-B	54,000	216,000	1930	2
300	302	600	Alco	HH 600	B-B	50,750	203,000	1935	1
300	303	600	Alco	HH 600	B-B	49,750	199,000	1935	1
304	304	660	Alco-GE	S1	B-B	49,500	199,000	1941	1
304	305-306	660	Alco-GE	S1	B-B	49,500	199,000	1942	3
400	400	1000	Alco-GE	S2	B-B	58,100	232,400	1941	4
401	401	1000	Baldwin	VO 1000	B-B	59,520	238,080	1942	5
401	402	1000	Baldwin	VO 1000	B-B	61,430	245,730	1944	5
400	403	1000	Alco-GE	S2	B-B	58,100	232,400	1944	4
400	404	1000	Alco-GE	S2	B-B	58,100	232,400	1947	4
401	405	1000	BW	DS 4-4-1000	B-B	60,640	242,570	1947	5
400	406	1000	Alco-GE	S2	B-B	58,100	232,400	1948	4
400	407	1000	Alco-GE	S2	B-B	58,100	232,400	1949	4
400	408-411	1000	Alco-GE	S2	B-B	58,100	232,400	1950	4
420	420	900	Alco-Pr.	S6	B-B	61,815	247,260	1957	
450	450-458	1500	Alco-GE	RS-2	B-B	62.150	248,600	1949	6
470	470-471	1500	GM-EMD	GP7	B-B	61,970	247,860	1951	7
470	472-475	1500	GM-EMD	GP7	B-B	61,970	247,860	1951	7
470	476-477	1500	GM-EMD	GP7	B-B	61,970	247,860	1952	
480	480	1750	GM-EMD	GP9	B-B	61,550	246,190	1956	
480	481	1750	GM-EMD	GP9	B-B	61,550	246,190	1956	
490	490-495	2000	GM-EMD	GP38-2	B-B	70,000	281,950	1972	8
500	500A,B-501A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,680	494,700	1949	9
500	502A,B-506A,B	2400	GM-EMD	TR4		123,470	493,880	1950	9
500	500-501	1000	GM-EMD	TR2A	B-B	61,880	247,520	1949	9
500	502-506	1200	GM-EMD	TR4A	B-B	61,880	247,520	1950	9
500	510-511	1000	GM-EMD	TR2B	B-B	61,880	247,520	1949	9
500	512-516	1200	GM-EMD	TR4B	B-B	61,880	247,520	1950	9
520	520-521	1200	GM-EMD	SW9	B-B	61,690	246,770	1951	
520	522-523	1200	GM-EMD	SW9	B-B	61,690	246,770	1951	
520	524-526	1200	GM-EMD	SW1200	B-B	61,970	247,900	1963	
530	530	1500	GM-EMD	SW1500	B-B	65,490	261,960	1967	
530	531-532	1500	GM-EMD	SW1500	B-B	65,490	261,960	1968	
530	533-534	1500	GM-EMD	MP15	B-B	70,000	280,000	1975	10
600	600-602	2400	Alco Pr.	DL-640A	B-B	68,000	272,000	1965	
600	603-605	2400	Alco Pr.	DL-640A	B-B	68,000	272,000	1966	

Effective date: Nov. 25, 1974. Sources of information: BRC, IC, Green River Steel, GM-EMD, Precision Engineering, Precision National, GE, George R. Silcott, Erman-Howell

Units on present roster: 420, 470-473, 480-481, 490-495, 500-506, 510-516, 520-526, 530-534, 600-605, 475-477.

(1) 300, 302 sold to Erman-Howell and scrapped (6/21/58). 303 sold to Luria Bros. and scrapped (1/12/60). 300 was purchased for BRC by Chicago & Western Indiana.

(2) 301 sold to Illinois Central (2/48), used for spare parts. IC scrapped it (5/50). 301 was purchased for BRC by C&WI.

(3) 304, 306 sold to Precision Engineering (5/25/65). 304 scrapped (1/67). 306 was sold to Green River Steel Co., renumbered 306 (1/67). 305 was sold to George R. Silcott, then to Relco Equipment (1972).

(4) 400 sold to Precision National (1974), then to Northern Indiana Dock. 403, 406, 407 sold to Hyman-Michaels (1968). 404 sold to Erman Corp. (1973). 408 sold to George R. Silcott (1972), then to General Electric (1972), then converted to a mine coal-loading locomotive, resold to Jewel Ridge Coal Co. as number 1 (1972). 409, 410 sold to Precision National (1974). 411 sold to Precision National (1974), then sold to Southern Ohio Coal Co. H-M 406 sold to North Carolina St.

(5) 401, 402, 405 sold to GM-EMD in trade for 524-526 (3/19/63, 6/4/63, 5/9/63). BRC 401-402, 405 were purchased by C&WI for BRC.

(6) 450 scrapped (3/21/66). 451 sold to Precision National (1972) and scrapped. 452-455 sold to Precision National (1972). 456-458 scrapped (1/28/65, 1/27/66, 1/27/66).

(7) 471 was rebuilt to a GP7L with 61,620 lbs. of tractive effort, weight of 246,480 lbs. 474 scrapped (12/19/66).

(8) These are probably GM-EMD's heaviest four-axle locomotives and are designed to develop full horsepower at 8.2 mph.

(9) 500A,B-501A,B were upgraded to 2400 hp (1200 horsepower per unit). 500A-506A were renumbered 500-506. 500B-506B were renumbered 510-516.

(10) 533-534 will probably be GM-EMD's heaviest MP15's.

Belton Railroad

_____	1	300	Whitcomb	50DE-60	B-B	25,000	100,000	1943	1
_____	504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	2
_____	2161	150	GE	25-ton	B	27,000	50,000	1944	3

Effective date: Aug., 1974. Sources of information: Belton, TRRA, Riceland Foods, Whisler Equipment, George R. Silcott. Units on present roster: 1,504

(1) 1 was originally U.S. Navy 65-00378, then Belton 1.

(2) 504 was originally Terminal RR. Assn. of St. Louis 504, then Belton 504.

(3) 2161 was originally U.S. Army 7774, then Whisler Equipment 7774, rebuilt (1960), then Belton 2161. Number 2161 was derived from 2/1/61, the date of Belton's Certificate of Convenience and Necessity. 2161 sold to George R. Silcott, renumbered 2161; then to Riceland Foods, renumbered 3.

Bessemer & Lake Erie Railroad

W1A	281	500	WH	AO-56	B-B	35,875	143,500	1936	1
W2A	282	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	2

overhead on the New Haven and with eight underrunning third-rail shoes to collect 600-volt DC current on the New York Central into Grand Central Terminal.

Motor and other auxiliary equipment design was complicated by the requirement that it perform on both 600-volt DC and 11,000-volt AC current. Not only were these locomotives highly successful but they were kept in daily high-speed passenger service until as recently as June, 1947.

ALMOST half a century ago, when the electrification extensions were approaching New Haven, Conn., the railroad officials realized they would have to build more locomotives to move freight and passengers. And so between 1910 and 1912 Baldwin-Westinghouse turned out a series of four experimental electric units of different designs for them, the first two being 070 and 071.

The 070 was a 2-4-0+0-4-2 siderod locomotive, almost a duplicate of the Pennsy's famous DD-1 class. This type had a 1600-hp motor built into the body of each unit connected to the drivers with a jackshaft and siderods. It was equipped to operate on AC or DC in passenger service, but later the boiler and DC equipment were removed and it hauled freight only.

The 071 was a geared quill locomotive of 1-B+B-1 design. This introduced articulation to the New Haven design. In an articulated locomotive, the driver frames are joined at their innermost point with a swivel joint. The jointing allows them to revolve independently about their kingpins (points at which they're connected to the body) so that they can round sharp curves. It also allows one set of drivers to steer the other set.

But the main advantage of articulation in juice locomotives is that the pulling force is transmitted through the truck structure and not through the kingpins and main frame structure. This allows the main frame and cab to be of somewhat lighter construction.

Neither experimental 070 or 071 was successful. The 070's center of gravity was too high for the curved New Haven right-of-way while No. 071 proved too heavy for the service it was designed for. Later, 071 was transferred to the Hoosac Tunnel.

Baldwin-Westinghouse built two more experimental jobs, 069 and 072. The 069, or Colonial type, was unusual-looking, with a 1-A+B+A-1 wheel ar-

rangement. Its frame had a substantial steel channel design which almost hid the drivers and to which were rigidly fastened the center two of the four driving axles.

The outer two driving axles were mounted in such a manner that, although unable to turn, they could move from side to side parallel to the fixed axles. This permitted operation on the New Haven's many sharp curves. Pilot trucks, pivoted on the outer two driving-axle suspensions, guided the locomotive around curves. A 400 hp AC-DC motor was connected to each of the driving axles by means of geared quill drive. The 072 was similar mechanically to 071, but somewhat lighter.

Of these two, it was found that 072 had the best mechanical design but 069 the best electrical design and motors. These experiments resulted in the building of locomotives 073 through 0111, all of which had 1-B+B-1 wheel arrangements, box cab, and double-end design, and were equipped to run in multiple. Nos. 073 through 075 were built for passenger service, with steam heat equipment, and for AC-DC operation. The rest were intended for freight service and equipped for AC operation only, since New Haven freight trains do not enter the New York Central's 600-volt DC territory. This latter class of engine was wheeling heavy fast freight until the end of 1957.

W7A	285	800	GM-EMD	SW8	B-B	57,090	231,700	1951	3
W?A	286	1000	GM-EMD	NW2	B-B	62,500	248,000	1947	10
W2B	291-292	1000	Alco-GE	S4	B-B	57,575	230,300	1952	4
W3A	401-402	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	5
W3A1	403	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	11
W3A1	404-407	1500	BW	DRS 6-6-1500	C-C	82,600	330,400	1950	11
W3A2	408-409	1600	BLHW	AS616	C-C	88,750	355,100	1952	11
W5A1	451-455	1500	GM-EMD	SD7	C-C	90,175	360,700	1953	
W4A	701A-707A	1500	GM-EMD	F7A	B-B	61,750	247,000	1950	6
W4B	701B-707B	1500	GM-EMD	F7B	B-B	61,750	247,000	1950	6
W4A1	708A-714A	1500	GM-EMD	F7A	B-B	61,750	247,000	1951	6
W4B1	708B-714B	1500	GM-EMD	F7B	B-B	61,750	247,000	1951	6
W4A2	715A-724A	1500	GM-EMD	F7A	B-B	61,750	247,000	1952	6
W4B2	715B-722B	1500	GM-EMD	F7B	B-B	61,750	247,000	1952	6
W4A3	725A-728A	1500	GM-EMD	F7A	B-B	61,750	247,000	1953	6
W4B3	723B-726B	1500	GM-EMD	F7B	B-B	61,750	247,000	1953	6
W5A	801-803	1500	GM-EMD	SD7	C-C	90,450	361,800	1952	
W5A2	821-825	1750	GM-EMD	SD9	C-C	94-780	386,000	1958	7
W5A3	826-828	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	7
W5A3	829-832	1750	GM-EMD	SD9	C-C	94,780	386,000	1956	8
W5A3	833-837	1750	GM-EMD	SD9	C-C	94,780	386,000	1957	8
W5A3	838-840	1750	GM-EMD	SD9	C-C	94,780	386,000	1958	8
W6A	851-857	1800	GM-EMD	SD18	C-C	96,700	386,800	1962	
W6A1	861-863	2000	GM-EMD	SD38	C-C	97,250	389,400	1967	
W6A2	864-869	2000	GM-EMD	SD38AC	C-C	97,250	389,400	1971	
W6A2	870-878	2000	GM-EMD	SD38-2	C-C	97,250	389,400	1973	
W6A2	879-880; 881(2nd)	2000	GM-EMD	SD38-2	C-C	97,250	389,400	1973	
W8A	881(1st); 882-886	2400	Alco Pr.	RSD-15	C-C	96,530	386,100	1959	9

Effective date: Oct., 1973. Sources of information: B&LE, N&B, The Pittsburgh & Connecticut Dock, EJ&E, Y&N, B&O, C&NWT, DM&IR. Units on present roster: 285, 286, 451-455, 722A 725A, 727A-728A, 712B-713B, 716B, 718A, 721B, 801-803, 821-840, 851-857, 861-880, 881 (2nd).

(1) 281 was originally WH 14, then B&LE 281 (6/36), then A. J. O'Neille 281, then U.S. Asphalt ? (1955), then scrapped (after 1968).

(2) 282 sold to Columbia-Geneva Steel Div. of U.S. Steel, renumbered 38 (1/62).

(3) 285 originally Donora Southern 802, then B&LE 285 (3/63).

(4) 291, 292 sold to Youngstown & Northern, renumbered 225-226 (1962, 1963).

(5) 401, 402 sold to Elgin, Joliet & Eastern, renumbered 500-501 (3/56).

(6) 701A-711A sold to B&O, renumbered 4644-4647, 4652-4654, 4648-4651 (1962). B&O 4644-7645, 4649-4654 sold to GM-EMD in trade for new B&O power. 701B-711B sold to B&O, renumbered 5527-5537 (1962). B&O 5527, 5528, 5530, 5537, 714B, 717B-718B sold to GM-EMD in trade for new B&O power, renumbered 723A,B-724A,B, 726A-B. B&O 4646, 5529 sold to Naporano Iron & Metal and scrapped. B&O 464B sold to Morrison-Knudsen. 712A-714A, 714B, 718B, 720B, 752B sold to Precision National (1970). PNC 714B, 717B-718B, 720B, 725B sold to Chicago & North Western, renumbered 21A,B,?,?,?, 720A sold to U.S. Steel Pinnacle Mine #50 (7/70), renumbered 720A. 719A,B, 723A,B-724A,B sold to U.S. Steel's Western Ore Operations (1962), renumbered 723A,B-724A, 726A,B; then sold to GM-EMD in trade for new power. CNW 328 was scrapped.

(7) 821-828 were originally Duluth, Missabe & Iron Range 136, 140, 141, 146, 148, 101-103; then B&LE 821-828 (1964).

(8) 829-840 are leased from DM&IR. 831 was originally GM-EMD demonstrator 5591, then DM&IR 110, then B&LE 831. 829, 830, 832-840 were originally DM&IR 104, 106, 109, 113, 114, 119, 122, 123, 131, 137, 151; then B&LE 829, 830, 832-840.

(9) 881 (1st), 882-886 were originally DM&IR 50-55; then B&LE 881 (1st), 882-886 (1964); then Cartier Ry. 91, 92, 95, 96, 93, 94.

(10) 286 was originally Lake Terminal 1002, then Northampton & Bath 1002, then B&LE 286 (2/73).

(11) 403-409 were sold to Naporano Iron & Metal, scrapped (7/73).

Bevier & Southern Railroad

Effective date: Jan., 1975. No units on present roster.

Birmingham & Southeastern Railroad (abandoned circa 1967)

_____	198	300	GE	45-ton	B-B	22,500	90,000	1945	1
_____	199	400	GE	44-ton	B-B	22,000	88,000	1953	2

Effective date: Sept., 1966. Sources of information: B&SE, Lehigh Portland Cement, Columbia Nipro. Units on present roster: none.

(1) 198 was originally U.S. Army 7420; then U.S. Air Force 7420; then B&SE 198 (3/60), then sold to Ideal Crushed Stone, renumbered 8836; then inherited by Lehigh Portland Cement, renumbered 8836, then sold to GE.

(2) 199 was sold to Columbia Nipro, renumbered 20.

Birmingham Belt Railroad

Effective date: Aug. 19, 1974. No units on present roster.

WHILE electrification was pushing toward the City of New Haven, many yards and sidings were being electrified. In order to handle yard and way-freight operations, a switcher design was evolved from these experiments. It, too, had a box-cab and a geared quill-drive arrangement and was articulated. Since it was used only in yards, it did not need a pilot truck, so it had only a B+B wheel arrangement. Too, since it ran only in New Haven Railroad territory, it was equipped for AC only.

Fifteen such locomotives were built, 0200 through 0214. After some experience with the double-ended box-cabs, the road's Mechanical Department designed a switcher with a center cab, which gave the engineer good visibility in both directions and would eliminate the need for changing ends. Thus, 0215 was built with this pioneer center-cab design, comparable to the steeple-cab electrics used in the then-extensive trolley freight service.

Later, the road acquired six more such locomotives from Baldwin-WH, numbered 0218-0223. It also inherited one of similar design from its subsidiary, the New York, Westchester & Boston, when that road went out of business, and numbered it 0224.

At about the time the Hell Gate Bridge route into Penn Station was opening, the New Haven Railroad decided it needed more electric passenger power, specifically locomotives of much greater capacity than the EP-1's. Since 1906, when the first of these 1-B+B-1's were put in passenger service, passenger-car design had made big strides. Steel cars had replaced wooden ones while larger, heavier Pullmans and coaches had supplanted the older, lighter rolling stock. Trains were longer, too. Although EP-1's handled the operations easily when run in multiple (a credit to the designers' foresight), heavier and more powerful locomotives were needed by the railroad.

In line with the earlier experiments, a locomotive of 1-C-1+1-C-1 wheel arrangement was designed with the original box-cab idea, improved articulation, and the reliable geared quill drive. Basically, it was the same as the 073, except for more of it. This design proved very successful and was expanded into a class of some 27 engines.

THEN in 1916 the General Electric Company finally broke into the tight Westinghouse monopoly of New Haven locomotive construction by building a 4-4-0x0-4-4 of geared quill sid rod design, known as the Bull Moose and numbered 068. A geared quill on this locomotive operated a shaft connected not directly to the axles but through siderods.

(Concluded Next Month)

Mike Eagleson

IN SEARCH OF STEAM

NORTHERN PACIFIC steam is in the news for the first time in years. Steam, Inc. has acquired Ten-wheeler No. 1364, long displayed at Point Defiance Park in Tacoma, Washington. According to Jack Anderson, 2701 W. Soundview Dr., Tacoma 98466, a spokesman for the organization, they are getting funds through the Bicentennial Commission and local businesses to fully restore the engine for operation in Pierce County. I wish success to this worthwhile project and trust that they will respect historical accuracy by restoring the 4-6-0 to her NP livery.

A LITTLE 0-4-0T has been acquired by the Pennsylvania Railroad Museum, R.D., Hollidaysburg, Pa., from the Berwind Railway Service in the same town. Built by Vulcan in 1918, she weighs 26½ tons and might possibly be steamed, reports The Coal Bucket.

Ex-Clover Valley Lumber 2-6-6-2T No. 4 is being restored by the Pacific Locomotive Association, 54 Hancock St., San Francisco, Calif. 94114, for use on their Castro Point Railway, located at the Richmond end of the Richmond-San Rafael bridge. According to Tom Eikerenkotter, 30-305-D Cherry Dr., APO Seattle, Wash. 98742, the 1924-built Baldwin joins six other steamers (four now operable) on the tourist road. For the past two years members of this organization also have been restoring ex-Central Pacific 2-6-2T No. 233 and hope to test fire her before the year ends.

FORMER Jersey Central 0-6-0 No. 113, sadly rusting away at the Locust Central Breaker in Locustdale, Pa., may possibly be bought and preserved by Frederick J. Hart, 117 Plainfield Rd., Albertson, N.Y. 11507, and his associates. She is the last 2 remaining ex-CNJ steamers. Her existence was brought to Fred's attention by my new book, Steam on the Anthracite Roads, available at $6.50 postpaid from me, from the publisher (Quadrant Press), or from Railroad Magazine Book Service.

EVERY MONTH, it seems, I learn of a new tourist steam road being started in the U.S. Some of them used hand-me-down locos from defunct museums; so I am glad to hear of old power to be restored. The Little River is a new road with a new locomotive. It will run between Angola and Pleasant Lake, Ind., reports Charles F. Miller, 315 S. Superior No. 5, Angola, Ind. 46703. Motive power will be the 55-ton ex-Smokey Mountain 4-6-2 No. 110. She is believed to be the smallest standard-gage Pacific ever built. I'd like to hear in advance about this group's opening day.

A SMALL two-truck Shay, Heisler, or Climax is wanted by Roger C. Hancock, 4610 S.W. Shattuck Rd., Portland, Ore. 97221. He also reports the final disposition of four locos from a defunct tourist road, the Veronia, South Park & Sunset, in Banks, Oregon. Shay No. 8 and 2-6-2 No. 105 went to the Oregon Pacific & Easton at Cottage Grove, Oregon. A Washington State railfan owns No. 109, a 2-6-2T, while a second Shay was sent to a railbuff at Glenwood, Oreg., for restoration.

J. L. Poggi, 16 rue du 8 mai 1945, Gennevilliers, France

"My Last Train." French National Railways' Mountain type 241-P 9 pants a lonesome song in Bordeaux Saint-Jean trainshed on Sept. 17, 1974. The veteran steam loco had clocked many thousands of miles and was now going to Guitres Museum for preservation.

No. 346, Colorado's oldest engine, was steamed up in July, 1972, for the first time in two years. Baldwin built her in 1881 for the Denver & Rio Grande. She served mostly on Cumbres Pass, Marshall Pass, and the Silverton branch, before being sold to the Montezuma Lumber Co. and then to Bob Richardson of the Colorado Railroad Museum at Golden, where railfans can see her on display.

Thomas P. Lyons, Box 442, Golden, Colo. 80402

A PORTER-BUILT 0-4-0T, No. 1, from the ex-Brant Mint Railroad of Galena, S.D., was fired up last November 30th for the first time since about 1910. The Humbert Northern Railway, north of Arcata, Calif., was the site of this operation, reports Pacific News. Owner of the 16-ton tank engine, built in 1906, is Roger L. Frick, 2333 School St., Fortuna, Calif. The Humbolt Northern also has an 0-4-2T, No. 1, built by Vulcan in 1908, and No. 11, built by Baldwin in 1929. Roger asks what became of the drawings, photos, records, etc., of the H. K. Porter Co. of Pittsburgh, Pa. According to the Fairbanks Morse Division of Colt Industries, all were destroyed when the old Canadian Locomotive Company was demolished in 1949.

ONCE AGAIN the Great Western Sugar Co. plant in Loveland, Colo., used its 0-4-0T steamer for a few short weeks last year to spot some cars of sugar beets for unloading. Glen J. Lathrop, Box 103, Englewood, Colo. 8011, sends this good news.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

PINE CREEK RR. at Allaire State Park, N.J., operated its newly restored 3-foot-gage 2-6-2, No. 26, last November 2 for the first time in years. The members were very happy about it. Baldwin built her in 1920 for the Surry, Sussex & Southampton Railroad of Smedley, Virginia. Later, she went to the Gray Lumber Co. in Waverly, Virginia. She has been tastefully restored, with the words "Pine Creek Railroad" painted on her tender. I'm looking forward to riding and photographing the diminutive Prairie type this summer.

Steam Railroadiana

TWILIGHT OF THE GODS is a new, 12", LP, stereo, steam recording released by T. C. Grove, 8444 Lake Gaby Ave., San Diego, Calif. 92119 ($6). In a railfan market full of good steam recording it might seem superfluous to have yet another disk, especially one with such banal subjects as the D&RGW, Magma Arizona, and White Mt. Scenic. But, as its producer confesses, this one is distinctively different. It is sheer romance — "purely Wagnerian," as the jacket notes attest. Listening to these locomotive sounds on top playback equipment is a satisfying and esthetic treat.

BERKSHIRE AT MIDNIGHT is the latest reproduction from the watercolor brushes of Gil Reid, P.O. Box 251, Brookfield, Wis. 53005. This dramatic scene of an NKP 2-8-4 at night was used on the cover of John Rehor's popular book, Nickel Plate Story. I admire its firey mood of anticipated power. A companion nocturnal painting of a classic Southern 4-8-2 is called "Blue Ridge Runner." W. Graham Claytor, president of Southern and one of this magazine's Interesting Railfans, used it as his personal Christmas card. Each picture has an image size of 19x13" and sells for $5 postpaid.

RIO GRANDE . . . TO THE PACIFIC, by Robert LeMassena, is the largest release yet from Sundance Books, 100 Kalamath St., Denver, Colo., and definitely the most comprehensive. Its hefty and attractive 916 pages chronicle the Rio Grande and predecessors. Included are more than 700 illustrations, many excellent, of photos, drawings, maps, timetables, etc. Although not primarily a motive power book, it is dominated by steam. Every major class of engine ever operated on the Rio Grande is represented. The sturdy binding, with a color steam cover, is protected by a plastic jacket. Well worth its price, $24.95.

EMPTIES COMING BACK

by JOHN JOHNS

THEIR train, a fast freight listed on the timecard as XB4, was destined for Boston. Its panting engine contributed to the smoke pall that hung over Blue River Yard in New York City, heightening the gloom of a dank September night.

Danny McGee waited impatiently. From his perch on top of a boxcar just behind the locomotive, the young head-end brakeman was peering out from under bushy eyebrows for a highball from the flagman on the rear end. As soon as Mac saw this flicker of lantern light he would relay it to the lanky old engineer. Jesse Farrell was leaning out the cab window, watching for this very signal, with a gloved hand on the whistle cord, ready to blow for the switch.

Five minutes passed. McGee's round, reddish face personified disgust. Shifting his weight from one foot to the other, he cursed the conductor, Jim Halsey. Late again! No doubt it was his fault. Half an hour ago that big ox had started to enter in his trainbook the numbers and initials of each car. He ought to be finished by now. You could fill out your entire income tax blank in half the time it took Halsey to walk the length of a fifty-car train.

McGee was annoyed at himself for being such a sap as to work with an irresponsible crew of old fools for two long years. It was enough to drive you insane. Jim Halsey in particular. Jim the grouch, with his persecution complex. Jim maintained that not once had anyone given him a break — which, of course, was pure hogwash.

Archie Miller was queer, too, reflected McGee. Took life and his duties as flagman much too seriously. Archie didn't even like women. You never saw him smile. You never heard him wisecrack with a beanery queen. He just wasn't normal.

Farrell was all right enough, which could be said for his fireman, Ole Johnson, except that the Swede was too clam-mouthed for human companionship. A dog was more conversational. But Halsey and Miller — well, McGee felt he had put up with that pair long enough. When he returned from his trip he'd change to another crew. No more arguments with two old idiots — old not so much in years as in mental outlook.

Right now, instead of taking car numbers, Jim was likely pestering the overworked brass pounder in the yard office, asking about his younger brother Tom Halsey. Tom was conductor on a local freight which had pulled out about five hours ago. You might have thought Jim liked his brother, but those two gents hadn't spoken to one another in public in years.

McGee snorted. As he heard the story, one of the brothers — he didn't know which — had insulted the other man many years ago, and a woman was mixed up in it. That's all McGee knew of the incident, except that Jim Halsey was still too pigheaded to say a kind word about his brother.

"Cheerful cuss," McGee murmured to himself. "Well, it ain't my problem. I'm pulling out."

THESE thoughts filled his brain as he stared across the Blue River Yard. At length a light appeared on top of the train, back near the caboose, throwing half-circles against the murky night sky. Highball! McGee twirled his own lantern over his head. Jesse Farrell answered with two blasts of the engine whistle. As they started to move, McGee climbed from the boxcar roof over the tender into the cab, growling: "Late again!"

Jesse nodded, widening the throttle.

McGee blurted out: "This is my last trip with you. I can't stand Halsey and Miller. It's a fight from one end of the road to the other. I'm getting dizzy."

"Can't say I blame you," Farrell said. "But Halsey has had a lot of grief. Don't be too hard on him."

Mac crossed the pounding deck and sat on the fireman's seatbox.

Half an hour later, as they were nearing Southbridge, Farrell blasted the stillness of the autumn night with his engine whistle. McGee hurried over to his side. He saw the hogger squint at a dot of red far down the track.

"We've got the board against us," Farrell said.

"What do you s'pose is wrong?"

"Mebbee something running hot, or orders to pick up."

McGee looked out the window. The Southbridge operator was standing on the station platform, a lantern in one hand, a small object that might be a piece of paper in the other. Suddenly the op bolted into the depot. The red signal on top of the semaphore mast changed to green. Then he reappeared on the platform, swinging his lantern for them to keep moving so he could deliver a message without their stopping.

Grumbling, McGee climbed down the engine cab steps to be in position to snatch the flimsy as they roared by. Distance dwindled. The brakeman measured the space between him and the operator's outstretched arm. He made a grab. His fingers closed about the slip of yellow paper.

FARRELL snapped on the electric light over his head. McGee, standing beside him, read aloud:

"C&E XB4 eng. 2126. Leave at Valley Junction NYC 80999 and ACL 10117 for delivery to B&C. Also pick up at Valley Junction five loads for Boston. Advise on MDT 6606. GGW, Supt."

"Wait till Halsey gets this!" Mac exclaimed. "He'll throw a fit."

The engineer growled: "I wonder what that lousy delayer thinks we are? Fast timecard freights don't mean a thing to him."

McGee shrugged. "I'll drop back and slip old pickle-puss the bad news when you slow down to take water at East Bush."

He returned to the seatbox. A mile from East Bush, Farrell eased up the throttle so they'd coast to the water plug. The head brakeman picked up his lantern and descended the cab steps. As the train slowed he dropped to the ground to wait for the caboose.

As Farrell spotted his tank under the plug, "Grouchy" Miller left the caboose and went back to flag. McGee had but four car-lengths to walk to reach the hack. He banged open the door.

Conductor Halsey, writing the train report, looked up with: "What's the trouble?"

"I've got an order for you." McGee laid it on the desk. "From the op at Southbridge."

Halsey read the message silently and placed it in his trainbook.

"That means at least a half-hour's delay," McGee said. "Your brother's local is just ahead of us. Why didn't the dispatcher have him do the work? His train is supposed to do all the peddling."

"Tom's train is on overtime," said Halsey. "That's why."

"He has a short train. It'd take him less time than us," said the brakeman, raising his lantern to the level of his eyes and turning down the wick. "But we get paid mileage and do it for nothing. DS must have stock in the company."

HALSEY nodded. Observing that the old conductor's mood was favorable, McGee set his lantern on the floor and said:

"By the way, Jim, how's chances of borrowing two bucks until the day after tomorrow? I got a red-hot tip. It's Fat Minnie in the second at Bola Park. An eight to one shot. And a sure thing. Inside dope."

The conductor snorted. "How sure are you that you're gonna win?"

"I'm not, " said McGee, "except I told you. It's an even break, and I got the odds."

The skipper shook his head dubiously and reached for his wallet.

"Much obliged," McGee grinned, pocketing the bills.

Farrell whistled for Miller to return to the caboose; he had the water now and could start. Four long blasts echoed over the quiet hills. Silence again. Then came the clank and rumble of couplings and draft gear straining as Farrell set the freight in motion.

Miller's steps clumped on the rear platform. The flagman entering the caboose blinked at the lamplight. Leaving his lanterns near the door, he hung his derby on a wall peg. Then he sat at the large table and picked up a newspaper.

He glanced around hastily. He recalled having left a slip of paper on the table, carefully weighted down to ensure its not being blown away. On it he had written a girl's name and address. The name was Beatrice Lille; he remembered that much. But where she lived had slipped his mind altogether.

Knowing the dour woman-hating Miller as he did, McGee suspected that the austere flagman had hidden this paper, and he walked over to ask him.

"Hey, Archie, did you see that paper I left on the table? A slip with a girl's name and address on it."

"I don't know what you're talking about, Mac," said the flagman.

"Oh, yes, you do!" McGee blazed. "You know damned well there was a piece of paper here."

"Oh, I remember," the flagman said. "I did see it here."

McGee brightened. "Yeah, what did you do with it?"

"Don't you realize this caboose is our home?" Miller reminded him sternly. "Have you no moral sense regarding loose women?"

"That creature's name and address? I threw it into the stove," Miller said with a fanatical gleam in his eyes. "I did it to save your immortal soul."

DANNY McGEE stared, speechless with rage. The veins on his red neck cropped out like a relief map. Then he uttered an oath and brought his fist down on the table.

"Why, you meddlesome fool!" he cried. "Why the hell can't you mind your own business and keep your paws off other people's property? If you were a real man I'd knock your block off."

Miller listened with a look of martyred resignation. McGee paced the caboose floor like a caged tiger. At length he stopped in front of the flagman and pushed a white-knuckled fist under his face.

"If you pull a dirty trick on me again I'll tear you apart. But you won't get a chance. I'm leaving this wacky crew tomorrow — and never coming back!"

Conductor Halsey, a witness to this scene, threw down his pencil with a gesture of annoyance and wheeled in his chair.

"Cut out the hollerin'!" he barked. "If you have any grudges to settle, the pair of you, wait till you get off company property."

McGee glared at the skipper. "Who do you think you're talking to?"

Jim Halsey arose from his chair. He drew his lean wiry frame to its full height and clenched his fists.

"I'm talkin' to you, McGee. That's who. I'm runnin' this train, understand? What I say goes. Another word out of either of you, and you both unload right here."

The conductor waited. But the only sound to be heard was the rumble of the long freight. After a while the O.R.C. returned to his desk. McGee climbed into the cupola. Raging inwardly, he sought a way to even the score before the trip ended.

THE TRAIN was thundering through open country. The smoky yard at Blue River lay far behind. Overhead, the sky was clear indigo sprinkled with stars. Halsey had made himself cozy and filled his pipe. McGee watched him settle back on the cushions to smoke his old corncob. The countryside had taken on an enchanted aspect from the light of the rising moon.

Far up ahead, McGee could see a glow of light when stolid Ole Johnson opened the firedoor to shovel in coal. At intervals he could hear the whistle sobbing as Jesse Farrell blew for some lonely grade crossing or a slumbering village.

The hogger whistled for Middletown. Two long and two short blasts for Orchard Street crossing. The train roared through like a thunderstorm. As the caboose swayed and bounced across the square around which the town was built, Mac observed that the street was deserted. With a quiet thrill he noticed in quick succession the opera house, the city hall, and a row of stores with wooden canopies, flashing by in the cold moonlight.

Striking a match, he looked at his watch. Ten fifteen. Twenty-five minutes late. Farrell could make it up, though, swinging down through Turkey Hollow. Good runner, Farrell was. Hot-tempered at times. Set in his ways, too, like all men who'd spent a lifetime at the throttle., or the best years of his life.

Jim Halsey used to have a brother named Bill in engine service about twenty-five years ago, McGee had heard. He'd been killed in a washout. They found his body with one hand clenching the throttle in a death grip. Bill had left a young widow and four children. No wonder Jim seemed balmy at times — haunted by the memory of Bill's death, besides that quarrel with the third brother, Tom.

AND that guy Archie Miller! An odd duck if ever there was one. Not more than fifty-two, he could have taken promotion as conductor. But Archie was not ambitious. He refused to start over as extra man without a regular run. Didn't want to give up his layover in Blue River. Said he had to be in town every Sunday. He taught a Bible

class there, and if he were on the road, who would take care of his little flock? Tall, thin and boney, Archie had sunken cheeks and a droopy mustache.

The train speed lessened, rousing McGee from his musings. Farrell was batting her over the hill to Valley Junction. Good idea to deck it ahead. Then there'd be no delay waiting for him to leave and pick up the cars. Mac swung down from the cupola. He found Miller on the rear platform, one foot on the railing, staring at the moon. The flagman wasn't a bad sort, Mac reflected, just a bit fanatical at times.

"Archie, I'm sorry I made that fuss," he apologized, "but you had no right to throw away my property. I never interfere with your life."

The flagman gave a half-smile. "I was helping you, and you didn't realize it. Those women —"

"Whoa! Wait a minute!" McGee grinned. "Now don't get wound up. I have work to do."

Miller clasped his hands and shook his head. "You and Halsey! Both on the wrong track. Halsey has made himself miserable — and why? I'll tell you. His own brother —"

"Yea, I know. So long! I'll see you in Boston!"

Mac scrambled up the ladder to the roof. Lantern swinging from an arm, the young brakeman stepped from the caboose roof onto the boxcar ahead, and continued from one car to another until he reached the smoky end. Farrell was stopping the train at Vallley Junction when McGee stumbled down over the coal in the tender and into the cab.

"Jesse," he greeted, "you made swell time. Too bad we gotta stop here for pickups."

"Sure is, Mac," said the hogger. "Well, shake it up and we'll get out of town again."

McGee dropped to the ground and made the cut behind the cars he was to leave. Then he darted across the tracks to the freight house. In a box there he found the bills for the five cars he was to pick up. He checked these against the cars and had just finished as Halsey came up.

"You can tell the dispatcher we got that MDT car," he said.

The skipper turned toward the phone in a box on the base of a nearby signal. While he was gone McGee did the switching, and then seated himself on a pile of railroad ties to wait for Halsey.

THE O.R.C. came back grumbling. "Dispatcher won't let us out ahead of Number 20," he stormed, "the passenger train bound for Boston. He says we've got our tonnage and couldn't keep ahead of her. She's on time; due in ten minutes. We'll follow her."

His lantern in the crook of his arm, Halsey listed the five cars in his trainbook, after which he found a seat beside the brakeman.

McGee was in a talkative mood.

"Listen, Cap," he began, "I might as well tell you now that I'm quitting this run when we get back to Blue River. I bid in the Port Morrow job. I'm gonna work in daytime for a change."

Halsey looked closely at him. "Is that the only reason?"

"Since you asked, I'll tell you," the youth said boldly. "I've had enough of this gab between you and Miller. If I stayed around much longer I'd go nuts."

"I know what you mean. Miller and I are rather set in our ways. We don't get along so well together. Whatever you do, son, have a good time while you're young. Enjoy every minute. Don't let yourself become an old man with nothin' but empty years."

Halsey laid down his pipe, fumbled around in his jumper pocket, and dug out his wallet. Originally crisp black leather, it was now brown and shapeless. From it he extracted a rumpled clipping. This he smoothed out on his knee, and went on:

"What we were sayin' reminds me of this poem. I cut it out of Railroad Magazine some time ago. Read it, Mac."

The brakeman took the clipping from Halsey's thin hand. Written by C. B. Clark, the poem read as follows:

Have you ever sat by the railroad track
And watched the empties coming back?
Lumbering along with a groan and a whine,
Smoke strung out in a long gray line,
Belched from the panting engine's stack —
Just empties coming back!

I have — and to me the empties seem
Like dreams I sometimes dream
Of a girl — or money — or maybe fame;
My dreams have all returned the same,
Swinging along the homeward track —
Just empties coming back.

"That's great stuff," McGee commented. He was mildly surprised at having found a sentimental streak in crusty old Jim Halsey.

"It is." The conductor spoke emphatically. "My favorite poem." He replaced the clipping in his wallet.

"I didn't know you liked poetry," said McGee. "That one's sad, though. As if you missed something in life. Something big. It sure is like you, Jim. You never seem happy. You got a rotten deal once, a long time ago, and never forgot it.

"Don't be a fool, Mac! What in hell do you know about life? You talk like a crackerbox philosopher.

The brakeman shrugged. "You miss the point, Cap. You won't even try —"

Halsey was on his feet now, his temper ruffled. "Nothin' ever happened to Archie Miller, understand? He's had a peaceful existence. Lived in a gingerbread house all his life. And you listen to him!"

Old Jim paced in front of the brakeman. McGee eyed him curiously.

"My father was a conductor, too," said Halsey. "Had both legs crushed in a wreck. It would have broken your heart to see him stumpin' around the house. My mother almost lost her mind. I had two young sisters. Good kids. But they wanted things my father's pension couldn't buy. Was that the sort of life to be happy about?" The question was rhetorical. "Then my brother Bill was killed. You've heard about that. Tom and I supported his large family. Finally I fell in love. The girl was Jesse Farrell's sister. Jesse was firin' in those days and I was brakin'."

THE AGING conductor removed his slouch hat and ran his fingers through a mass of iron-gray hair. McGee studied him, standing there in the moonlight. For the first time he saw Jim Halsey not as a sour old pickle-puss but as a rather handsome six-footer of middle age.

He musta been some guy in his twenties and thirties, McGee thought. Even now he was smart-looking. His short clipped mustache was trimmed.

To their right stood the engine, Number 789. Her air-pumps were crooning. A white plume hung over her pop valve. Escaping steam gave off a sound like that of a peanut-vender's roasting machine. Jesse Farrell, torch in hand, was going over her with a longnecked oiler. McGee saw him stop when the conductor said, "Jesse Farrell's sister."

Far off in the night, back in the hills to the west, a train whistled; a fast express making its pace through the gloom. Again came long, sad, sweet notes as the engineer blasted through a sleeping town.

Halsey was re-living his past. He gazed up at the star-gemmed heaven, white with the Milky Way, and then at the brakeman.

"The girl I was tellin' you about —

her name was Julie Farrell. I wanted to marry her. But I didn't. I listened to Tom. Tom said we were saddled with the burden of Bill's widow and four kids, and Dad was an invalid, and mother had heart trouble, and our two sisters were not old enough to work. 'It's not fair to Julie to try and support her on top of all this,' he argued. 'You just can't do it. She's too fine a type.' What he said was true. But I hadn't the heart to break the news to Julie. I asked Tom to tell her. Maybe if we'd waited a few years —"

"How'd she take it?" Mac asked.

Halsey's dark eyes blazed.

"How do you think any young girl would? She left Blue River. Jesse said she joined a travelin' stock company. Julie did have talent for actin'. I haven't seen her since. She sure had pretty hair. Red as a carrot."

McGee whistled softly. "So that's why you and Tom Halsey ain't on speaking terms?"

He waited for the answer.

"That's why."

The air was very still. Fragrance of wild honeysuckle came from somewhere. The conductor pointed a lean finger at the brakeman.

"My brother double-crossed me, Mac. Sure, it was best for him and the family for Julie to go away. But what about me?" Halsey thumped his breast. "I had some right to life, hadn't I?" Then: "I never did know what my brother told Julie just before she left."

McGee was at a loss for words. At length he said: "Looks like a rotten deal, Jim. But it's all over now. Cheer up! Maybe she's grown fat and homely. Some women get that way," he added cynically.

Again came the wail of a passenger train whistle. McGee could see the dancing beam of a headlight. Number 20 was traveling, and traveling fast. Halsey grunted. He put his hat back onto his head, his pipe into his pocket. Then, picking up his lantern, he strode off without another word in the direction of his caboose.

NUMBER 20, the Boston Express, thundered through town with roman candles shooting out the stack. Her engineer, "Shorty" Clymer, was sure pounding the old girl. Clymer was a great runner, while Number 20 was a speedy string of varnish.

"She steps along like a presidential special," McGee said to himself, looking at his watch. "Eleven thirty-six. I knew it. She's ten minutes off the advertised."

Clymer, proud of his on-time record, was rapping her stack off. As the passenger train cleared the block, Farrell blew for it. The board turned green.

Farrell spoke to his head brakeman. "Well, Mac, are we parking here all night?"

"Okay, okay!" McGee snapped.

He climbed into the cab just as the big freight-hauler lunged ahead. Deep, barking exhaust echoed over the sleeping village. Smoke trailed behind, hiding the glow from a sputtering arc light that illuminated the Railroad Avenue crossing.

For ten miles not a word was uttered in the cab. And then, approaching Willowtown, the hogger yelled. McGee peered ahead. A yellow block shone at them. Farrell disgustedly pushed in the throttle. The train slowly rounded a curve and there, ahead, was a red board. McGee slid off the fireman's seatbox, picked up his lantern.

"When you get to the tower," said Farrell tartly, "tell the towerman to ask the dispatcher how long he's gonna keep playing around. We won't get to Boston until some day next week."

McGee nodded absently and went to the tower and up the steps. He banged open the door.

"What's the idea —" he began, but stopped short.

The operator, seated at the telegraph table, motioned him to be quiet. At the end of what seemed an hour but was actually only two minutes, the towerman pivoted in his chair and said: "There's been a wreck near Raven Rock. Number 20 ploughed into the rear of the local freight."

McGee's jaw fell. "A wreck?"

"Yes. The local freight was late and the dispatcher gave her a shot to make the siding at Raven Rock ahead of Twenty. The freight got a busted air-hose and stopped in a heap. Right on her heels, the varnish ran the signal and piled into her. The wrecker is on its way."

"What wrecker?" asked Halsey, barging into the office and hearing only the last few words.

The towerman repeated the news briefly, adding: "I have orders to hold you here."

A MOMENT of terrible silence followed. McGee glanced at the conductor. He saw a blanched face and quivering lips. Then he watched Halsey bolt to the telegraph table and snatch up the dispatcher's phone, and heard him say:

"Hell-o! This is Jim Halsey at Willowtown. I was just told of the spill at Raven Rock —"

The loudspeaker over the desk blared: "It's all right, Jim. Nothing much. I got to hold you a while."

"Listen, was Tom hurt?"

The loudspeaker was ominously silent. Danny McGee stared at it.

"Do you hear me, was Tom hurt?"

"Well," came from the loudspeaker, "he's been tossed around a little, —"

"I knew it! Now give me the truth, Pete." The old conductor's tone was almost pathetic.

"Jim, listen now! Don't lose your head. Yes, Tom's injured, but he'll be all right. I —"

Halsey brushed aside the phone. The room grew silent again. The towerman, leather-faced and bald, tiptoed across the room to whisper in McGee's ear: "Anything we can do?"

"It's his brother," McGee said.

"Yes, I know."

The brakeman took a step toward Halsey, as if to talk with him, but paused. Maybe he'd better leave him alone. No. Do something to distract him. Tell him the joke about the salesman who —No. That wouldn't do it all.

McGee placed his hand on the conductor's shoulder. Halsey shook it off, reached for the phone, and called the dispatcher again.

"This is Jim Halsey at Willowtown." He spoke into the mouthpiece with effort. "Listen! I want to uncouple my engine from the train and run light to Raven Rock. I must see my brother. I've got to. I have a feelin' that he's badly hurt—"

The loudspeaker blared: "Why do that? Everything is under control."

"Did you hear what I said, Pete? I want to go!"

There was a brief silence. Then from the loudspeaker: "I see no need of it; but if you want to go, I guess you can. The wreck is just east of Milepost 41. Tell your engineer to watch for the flagman."

Halsey moved quickly to the door and beckoned for McGee to follow. On the way toward their engine, the brakeman made a mental picture of Farrell seated in the cab fuming over the delay. All the time Jesse was probably thinking they were stopped because of some crazy whim of the dispatcher. It would never occur to him there was anything really wrong, such as a wreck.

The conductor nervously climbed into the engine cab. Farrell greeted him with:

"What are we gonna do — stay around here all night? These dispatchers give me a pain."

The cab was dark. McGee realized that if the engineer had seen Halsey's expression he wouldn't have babbled the way he did.

"There's a wreck over near Raven Rock," Halsey said grimly. "Number Twenty plowed into my brother's train. We're cuttin' off the engine and goin' over."

FARRELL let out an oath and fell silent. McGee slipped back down the gangway and uncoupled the engine. He signaled for Farrell to pull away from the train. Then he ran for the cab steps.

The obliging Ole Johnson gave up his seatbox to the conductor. Farrell latched back the throttle. McGee edged over to Halsey's side. There was room to sit down, but he didn't want to. The engine rocked and swayed. Coal gates swung and banged together, steel striking steel. Injector hummed. The exhaust was a steady roar.

No words were exchanged between the solemn-faced men in that cab in the dark hour just before daylight as the engine, running light, sped like a comet through the night.

McGee pondered over the drama. So this was railroading! The crisis when something had gone amiss. Pain and sorrow. Maybe stark tragedy.

Danny visioned workers up and down the division waiting for reports. How did it happen? Shorty Clymer was the hogger on Number 20. What had become of him? Did he pay for the mistake with his life? These questions buzzed through the brakeman's mind as they thundered along the rails toward milepost 41, where Destiny stood with unsmiling face.

Farrell reached for the whistle rope and blasted the night air. McGee, bending lower, peered over Halsey's shoulder. The electric beam of the engine's headlight was playing on a white milepost.

Jesse pushed in the throttle and reached for the airbrake valve. Then he saw the flagman's red and white lanterns. The cab was filled with a sound of escaping air as the engineer set the brakes.

"Well, here we are," said Farrell, grimly, and then instructed the fireman. "Keep her hot, Ole, and don't leave the cab till I get back."

He followed Halsey and McGee to the ground, and the three of them ran toward the wreckage. The passenger train crashing into the freight had telescoped the caboose and smashed a dozen boxcars. One car, loaded with an inflammable liquid, was now afire. Flames shed a ghastly light on the scene. Fanned by a brisk early-morning wind, the blaze spread with alarming rapidity to the other cars. Directly in its path, six car-lengths away, lay the upturned caboose.

Jess Farrell asked a member of the wrecking crew: "Anybody killed?"

"No," said the fellow. "Nobody!"

McGee glanced at the face of conductor Jim Halsey. It was still seamed with anxiety, but the lines eased perceptibly at the answer to Farrell's query.

"Where's the conductor, Tom Halsey?" asked the engineer.

"He's caught under a beam in the caboose. They're trying to —"

FARRELL did not wait for the rest of the sentence. Neither did Jim Halsey nor Danny McGee. All three men ran toward the demolished crummy. There, wedged amid the wreckage, Jim spied the familiar face and figure of his brother.

"Tom!" he cried. "You all right?"

The prisoner twisted his features into a smile.

"I guess so," he gasped, "but I can't get out."

"Here, take my hand," Jim offered eagerly. "I'll pull you out."

But he couldn't budge his brother. Frantically, McGee and Farrell tried to pry loose the beam under which the man was pinned. Members of the wrecking crew had attempted the same thing. But the heavy obstacle was wedged tightly, and nothing could be done until the wrecking crane came up. They waited for the big hook.

"It did my heart good to see you two boys shake hands again," Farrell said heartily. "It's high time to end this silly feud," he added, "promise or no promise."

"What do you mean 'promise'?" Jim wanted to know. "Tell me what you mean."

From under the caboose wreckage came a pain-wracked voice: "You gave me your word. Jesse. You can't go back on it now."

"The hell with my word!" cried the hogger. "This stupidity has gone far enough."

"What do you mean?" entreated Jim.

"I mean," Farrell declared firmly, "that I couldn't help overhearing what you said to McGee while we were in the hole at Valley Junction. And you're wrong, Jim — dead wrong!"

'We'll talk about it later,' Tom Halsey cut in. "Not now, Jesse!"

"Sorry, but it's got to be now. Jim," the engineer said bluntly, "Tom never double-crossed anybody. You might as well know the truth. My sister didn't love you. She wanted Tom to run away with her. But Tom wouldn't go. He was loyal to you. And he tried to spare your feelings — that's why he advised you not to marry Julie."

The pale lips of Jim Halsey were working nervously. All he said was: "Is that true, Tom?"

"Every word of it."

"Where's Julie now?"

"I don't know, Jim. I haven't seen her since, and I never even asked."

"Julie married a dancer," said her brother, "and is living in Brazil."

JIM RUBBED a thin hand over his brow, as if he were trying to collect his thoughts. He fumbled around for his pipe and stuck it into his mouth unlighted.

"Jesse," he murmured, "I wish you'd told me this long ago."

Tom said: "Forget it! Soon as I get out of this crummy we'll start living again. You'n me's going to see a lot of each other from now on."

Lurid tongues of flame cast a weird glow over the little group waiting impatiently for the wrecking crane. The men carried on a desultory conversation and even wisecracked to keep up Tom's spirits.

Jim Halsey chuckled. He turned to the brakeman. "Mac, remember the poem I showed you a while ago?"

McGee nodded quietly.

"Swingin' along the homeward track," Jim quoted, "just empties comin' back."

"I ought to know," said McGee. "I dreamed of a girl I was going to step out with, but maybe she wasn't so good after all. Maybe I didn't lose very much when Archie Miller threw away her address."

While they were talking, the fire swept closer; and so did the wrecking crane. The big hook arrived first. Firmly attached to the broken crummy, it swung up under expert guidance. Conductor Tom Halsey hobbled out to safety, assisted by a dozen willing hands.

The two brothers, long estranged, threw themselves into each other's arms, the last vestige of feud consumed by flames that were now licking hungrily at the remnants of a caboose. ●

It was a lazy early summer day in 1956 and the bakehead had just climbed onto his perch as Dansville & Mt. Morris No. 304 prepares to depart the yard.

Gordon S. Crowell, General Electric S.A. Casilla de Correo 360, Montevideo, Uruguay

HOBBY CLUB

conducted by Sy Reich

UNLESS there have been some sudden changes, Tom Taber's railfan's dream safari to England this year to help celebrate the 150th anniversary of the historic Stockton & Darlington is still on the "go" pad. This trip, endorsed by Railroad Magazine, takes much time and effort by rail historian Taber in lining up an interesting itinerary with prices to fit the wallet.

Tom has shaped up a good program which should be the year's highlight for any railfan. The main S&D celebration will be in late September, coinciding with the opening of the important York Museum, housing some of the world's finest railwayana. Get in touch with him right now for space availability: Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. 07940.

GOOD old-fashioned hospitality will be on deck for the 40th anniversary celebration of National Railway Historical Society this year when their Old Smoky Chapter is host at Knoxvile, Tenn. on Aug. 28-31. Next year will be a joint West Jersey-Philadelphia chapters, and a bid for '77 is on the spindle from the Roanoke Chapter. Incidentially, belated congrats to Lew Pardee's alma mammy, West Jersey, for marking their 30th milestone a couple of months back.

The Old Smoky group comes from a real rail spectacular area in the eastern Tennessee, where man and steam have battled the Great Smoky Mts. in song, story, and grim reality. Lined up for Aug. 28 is a Knoxville-to-Atlanta round trip via Southern steam. Aug. 29 will feature short trips out of Knoxville, to be announced. A steam special round trip to Jellico is on deck for Aug. 30, and on the final day, Aug. 31, a round trip behind Southern steam out of Knoxville to Bristol.

Bob Henderson, Old Smoky's convention chairman, emphasizes that convention matters only should go to Old Smoky-NRHS, Box 601, Knoxvile, Tenn. 37901. Arrangements for the Tennessee Special out of Washington, D.C., Aug. 27, and return on The Blue Ridge Special Aug. 31 from Knoxville are handled by George S. Hartman, 6624 Fisher Ave., Falls Church, Va. 22046. Prices, ticket info and schedules should be known soon.

A unique return trip has been planned on Aug. 31 when the Blue Ridge Special leaves Knoxville northbound, laying over that night at Roanoke, Va., where the Roanoke Chapter has scheduled a dinner and special program at the Hotel Roanoke. The train leaves the next day on N&W via Shenandoah Valley line to Riverton Jct., thence via Southern, arriving at Washington about 6 p.m. The consist of the all-day operation of the Blue Ridge will be coaches, diner, and open observation car. The Tennessee Special will have all-room sleeping cars, lounge, coaches, diner, and open observation. Don't fail to get aboard!

MURRAY FISHER, from his chair in the red brick Burlington Northern depot in Walla Walla, Wash., presides over one of the few remaining operating railroad telegraphs systems in the U.S., reports The 470, newsletter of Portland, Me., Div. of Railroad Enthusiasts. With one hand, Fisher can touch a $3,000 computer teletype linked to the big railroad's main communications network out of St. Paul, Minn., and with the other hand he can, and still does, punch out the dots and dashes of the Morse system. The key links BN depots between Spokane and Pasco, Wash. Although Morse is somewhat rare as we roll along in 1975, it is not yet unique. About 25 towns along BN tracks in western Montana, northern Idaho, Washington, Oregon, and northern California still use Morse.

THE RAILWAY HISTORY MONOGRAPH, published quarterly by J-B Pub. Co., is looking for articles on railway history. They should fill at least 10 double-spaced typewritten pages and may include pix and drawings and cover any phase of railway history. For articles accepted for publication J-B will provide free subscription for 1975 and will furnish the author with 15 free copies of the Monograph in which his piece appears. Material should go to William F. Rapp, editor, The Railway History Monograph, c/o J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333. Bill is one of our Interesting Railfans.

PACIFIC COAST CHAPTER of the Railway & Locomotive Historical Society reports that the San Francisco Muni Ry. has broadened its transfer privileges. Now, any person boarding a cable-car downtown can get off at the Cable Car Museum, spend close to two hours viewing its displays, and then continue on his or her outward journey. The same applies on the inbound trips of the Powell Street cars, but in each case you must continue in the same direction. The museum is the pride and joy of Fred Stindt and other members of the chapter who put in "blood, sweat, and tears" to make it a reality. Fred also is one of our Railfans.

AMONG the most sought-after pieces of Rock Islandiana are the famed "pearl train" pictures, some of which hang in a few offices on the system. The pictures originated around 1880, when a veteran carbuilder in the Chicago 47th Street shops, Arthur T. Gavell, developed a technique of working on the glass faces of clocks then being installed in the company's offices. As an outgrowth of his artistry, he produced some small ¾ view pictures of a train near La Salle, Ill. From those he progressed to the eight-foot profile views of trains posed in front of the Rocky Mountains. The four-color pearl train re-productions are 44" long and 8" high, printed on heavy pebble-grain paper 48 by 13". Cost per picture $5.50 postpaid. Contact Public Relations Dept., Rock Island Lines, 139 W. Van Buren St., Chicago, Ill. 60605.

ED GARDNER, sage of the National Association of Timetable Collectors, from Mountaintop, Pa., reports that the big event for NATC members and enthusiasts is their 1975 convention to be held at Philadelphia, Pa., on July 31-Aug. 3. Events include a guided tour of local rail facilities, a railroadiana bourse at Sheraton hotel, where the meeting will be held; SEPTA-Red Arrow Div. Liberty Liner excursion, and rail movies and an auction. The banquet will be held Sat. evening, Aug. 2, with Bruce Heard, timetable chief of Amtrak, as guest speaker. Get details from Robert Russell, 2737 Haven Ave., Ocean City, N.J. 08226. (Tel. 609 399-8766).

CANADA has many trolleyfans, but I wonder how many of them are aware of the Canadian National Electric Lines Historical Group? The latter's scope is Oshawa Ry.; Niagara, St. Catharines & Toronto Ry.; Toronto Suburban Ry.; Toronto Eastern Electric Ry.; St. Clair Tunnel Co.; Canadian National Transportation Ltd.; Montreal & Southern Counties Ry., and Mount Royal

Five of Santa Fe's fleet of 16 streamlined trains in Chicago terminal many years ago.

Photograph from Santa Fe archieves

Tunnel & Terminal Co. Historical and technical operations, past and present, of these lines greatly interests this group. Contact CNELHG, P.O. Box 565, Oshawa, Ont., Canada L1H 7L9.

MANY railfans groups are planning to celebrate next year's U.S. bicentennial by scheduling special trips, gala conventions, dressing up their museums with new attractions, or spending time and thought on how to make their operating trolleys, locos, and rolling stock more attractive to their members and the public. One bunch, the Pacific Southwest Railway Museum Assn., Inc., of San Diego, has an especially ambitious project. They are working hard on having a French loco, donated to them in 1971 by the National Railways of France, shipped to the museum for preservation in time for the national celebration.

The gift, known as a Liberation Mikado, class 141R, was built by Baldwin in 1947 as an oilburner with 65" Box Pok drivers, 23½x28" cylinders, boiler pressure 220 lbs. psi, is 80' long, and weighs 117 tons. While in service she pulled 600-ton passenger trains at 65 mph and 1500-ton freights at 30 mph. She was part of a fleet of locos built by American and Canadian concerns for warravaged France following the end of WW 2.

PSRMA has been busy for several years raising money to bring the loco to the U.S. Their commendable bicentennial project, originally and still known as "PSRMA-Hands Across the Sea," is badly in need of funds to realize a permanent residence for the 2-8-2. The biggest tab is $24,000 for shipping her to San Diego from Le Havre. Other expenses bring it up to $45,000. So far, only $3,500 has been raised. So they need your help.

When the Mike does arrive, she will join an impressive collection of locos and rolling stock. The museum founded in 1961, owns a Lima Shay, an Alco 0-6-0T, a Davenport 0-6-0T, and 0-4-0T built by Rock Island, and a 2-8-2T Minaret class Alco operated by Coos Bay Lumber Co., etc. Rolling stock runs from an old Pullman to many cars. The Museum is seeking a desirable location in San Diego County where all the equipment, now located at various places in the area, may be preserved and handy for members ambitiously helping to restore, maintain, and operate the valuable collection. Regular membership cost is $10, contributing $3. All members receive the PSRMA report, which covers museum activities and plans. Write P.O. Box 12096, San Diego, Calif. 92112.

DENNIS J. WOZNICZKA, 15 Chestnut Ave., Clarendon Hills, Ill. 60514, asks how many Chicago, Indianapolis & Louisville fans would be interested in starting a Monon Historical Technical Society. He'd like to get ideas and opinions from Monon enthusiasts.

AFTER spending most of his lifetime amassing a huge collection of steam whistles and finally selling them to the Strasburg, Pa. rail museum, John W. Hedge of Longview, Texas, is at it again. So says The Clearance Card, put out by the Southwest Railroad Historical Society. Although well along in years, John is coming on strong with a second collection, which may go on display at a Texas State R.R. station, either Palestine or Rusk. This line is being developed as a steam tourist operation by the state under the direction of Ed McLaughlin, who made a success of the Heber Creeper line. Ed expects the Texas line to be in full operation in 1976, probably using the T&P Ten-wheeler formerly on display at Abilene. John Hedge owns the large whistle, made in 1888 and formerly used at the T&P shops in Marshall, where it could be heard for miles. He also has numerous bells, lanterns, and other rail artifacts.

Feather River Ry. Shay No. 3, built by Lima in 1923, owned by Pacific Southwest Railway Museum, is stored in operating condition at the U.S. Naval Air Station, Miramar, Calif.

Pacific Southwest Railway Museum, Box 12096, San Diego, Calif. 92112

L. P. CUMMINGS of Lancaster, Pa., sends us news that Gov. Shapp of Pennsylvania has deleted $100,000 in state moneys intended for the museum at Strasburg. William N. Richards, director of state museums, said this is a "slow down, not a serious setback." He expects the $100,000 to be added to the next general appropriation bill scheduled to be adopted by the state legislature in July. The money deleted, according to Richards, wasn't the museum's entire budget. It was to be used to add 14 persons to the staff needed to prepare the museum, ready since last June, for its grand opening in late May or early June. Exhibits include locos and rail cars, audio displays to show rail history, examples of early equipment, and art depicting bygone rail days.

RAILFANS in general and Delaware & Hudson fans in particular remember Tony Steele's huge detailed historical map of the D&H that was displayed in a baggage car of the '73 Sesquicentennial train. The Mohawk & Hudson Chapter of NRHS says D&H buffs can rejoice in knowing that Tony has found a way to get it reproduced, complete with color coding on a sheet of heavy white paper, 16½x40", available for $2.50. Contact Jim Odell, 850 Spring Ave., Troy, N.Y. 12180. •

BOOKS of the RAILS

by GORTON T. H. WILBUR

REPRIEVE FOR THE IRONHORSE: THE AMTRAK EXPERIMENT — ITS PREDECESSORS AND PROSPECTS, by William E. Thoms, 136 pages, 8½x11", hard cover, photos, index, text, Claitor's Publishing Division, $12.50.

This scholarly book, delving into pre- and post-Amtrak days, should interest the serious railfan. Thoms, an associate professor of law at University of North Dakota, was aided no end in his work by Anthony Haswell of the National Assn. of Railroad Passengers, also Professors William Crampp and John T. Due of the University of Illinois, and several railroad officials. There's a great deal here that lends credance to what many have been saying, "If not Amtrak — what?"

Thoms has carefully indexed intercity passenager service on Class I roads on April 30, 1971, and those operated by Amtrak after that date. Also a good steam era, 1947-'71, comparison with NRPC. Noting the success of the Southern and Georgia roads with mixed trains, Professor Edwin P. Parton of the University of Tennessee suggests: "Why not consider combining passengers with mail, and perhaps freight, on the longer intercity operations where corridor speed is not a prerequisite to

successful passenger train operations? Consider this item: Beyond the Metroliners, the Turbo, and a few Northeast Corridor conventional runs, what is the most successful passenger train in the country? It is Auto-Train . . . which in essence is a mixed-train operation." Anyone care to comment?

THE PULLMAN COMPANY: PRIVATE CAR AND SPECIAL TRAIN SERVICE IN 1901, edited by Bob Wayner, 40 pages, 8x10", soft cover, glossy photos, diagrams, Wayner Publications, $3.50.

For the admirers of early 20th century Pullman car interiors, this is your depot stop. In the days of rail-travel elegance were such cars as the Atalanta, Olivette, Glen Eyre, Imperial and Olympia, plus elaborately carved vermilion wood interiors of dinners and the open observation cars with their carpeted floors, silk draperies, and plush upholstery. You'd expect to see Lucius Beebe or E. M. Frimbo emerge from one of them at almost any minute. Bob covers this era with factual accuracy and plenty of pictures. We predict an uncommonly big sale for this book.

ADIRONDACK VISTAS, 98 pages, 8½x11", soft cover, photos, timetables, maps, edited by Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707, $5.

Ed takes us on a happy pictorial, text, and timetable tour in the Adirondacks of long ago. Such misty yesterday lines as the Keeseville, Ausable Chasm & Lake Champlain, Chateaugay, Northern Adirondack, Adirondack Ry., Ogdensburg & Lake Champlain, and the old NYC route through the heart of the mountains, among others, are spread out enticingly before you with such rural depots as Hermon, Otter Lake, Fulton Chain, and North Creek. Many nostalgic North Country resort areas are paragraphed with quaint scenes. For example, farm and hotel wagons lined up waiting for a D&H train at the ancient Lake George station. How many oldtimers remember those days? Steamboat fans have a section, too. All in all, it's a great book. Personally, I enjoyed it very much.

TRAIN SHED CYCLOPEDIA NO. 22: STEAM LOCOMOTIVES AND TENDERS FROM THE 1938 LOCOMOTIVE CYCLOPEDIA (PART 2), soft cover, 80 pages, specifications, photos, text matter; Newton K. Gregg, $4.50.

Most railroad books that are still in print, including those whose publishers' addresses are not mentioned here, may be obtained from Railroad Magazine Book Service.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavalle	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 7.50)
PENNSY POWER, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
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MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
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THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
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RAILS TO BLUE RIDGE, by H.H. Harwood	$ 4.50	($ 4.25)
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RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$12.50	($11.90)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 4.95	($ 4.70)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$ 4.95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.90)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
RAILROADS OF CANADA, by Leggett	$ 9.95	($ 9.50)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
RAILROAD FREQUENCY LIST, by Norm Metcalf	$ 4.00	($ 3.80)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)

Periodicals and Journals

THE BULLETIN, National Railway Historical Society, edited by Wm. C. Wagner, (last month's "Interesting Railfan") Box 2051, Philadelphia, Pa. 19103. Bill edits this always-enjoyable NRHS publication. Plenty of good articles and pix in each issue. Also activities of the various chapters and reviews of rail books. Price to members $4.50, associates $5.50.

ONTARIO & WESTERN OBSERVER, edited by Robert Mohowski, usually 12 pages, 8½x11", soft cover, photos, maps, scale drawings; O&W Technical & Historical Society, P.O. Box 405, Franklin Lakes, N.J. 07417. Bob put out a nice glossy journal that appeals especially to de-votees of the old New York, Ontario & Western. The "Old & Weary" has a warm spot in the hearts of many railfans, and the Society helps to perpetuate its days of steam and diesel.

NORTH WESTERN LINES, edited by Joe Follmer, Rte. 2, Box 82, Amherst, Wis. 54406, quarterly, $2 per year. Joe turns out a "meaty" 8½x11" journal for the N.W.L. Historical, Technical, and Modeling Society. A must for C&NW fans.

TRANSIT POSTMARK COLLECTOR, edited by Hershel E. Rankin, 14 pages, 8½x11", photo)offset printing with cancelled RPO stamps from bygone trains, photos, and old RPO rail schedules. $3 membership in Mobile Post Office Society brings this publication to you six times a year. MPOS is a non-profit group devoted to the collectors of covers, cachets, postmarks, histories, and dates of U.S. and foreign railway and highway post office routes. Contact membership director Edwin B. Bergman, 5030 Aspen Dr., Omaha, Neb.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

TUBES for early electric radios. SASE for free price list. Sam Faust, Changewater, N.J.

CANADIAN steam pix, actions, stills: CN, ONR, TH&B, NAR, PGE, CP, many short lines. 40-page list and sample 8 x 10 for $2. Write Dick George, RR 1, Waubaushene, Ont., Canada.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢. Midwest Photo, Box 13801, St. Louis, Mo. 63147.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla., 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolley and in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted. Alden Miller, 3212 34th Ave., South Minneapolis, Minn. 55406.

DIESEL SLIDES. Aug. '74 catalog with over 3300 listings of locos from class 1's, short lines, and industrials; 75¢ for catalog and sample. Porreca, Box 22, Boulder, Colo. 80302.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460 sells reconditioned cameras, sizes 120-160, 116-616, for large oblong negs.; details free.

COMBING THE NATION for timetables, top prices; try us first. Antique Timecard Acquisitors, 120 Gulfview, Ft. Myers Beach, Fla. 33931.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

NEW BOOK specials! Save 10% postpaid. Spokane, Portland & Seattle Railway, $13.45. Pennsy Steam & Semaphores, $12.55. Canadian Pacific Railway, $12.55. Save up to 70% and send for our lists. 30¢ discounts. — Joseph Pezzino, 847 Lake, Newark, N.J. 07104.

COLLECTOR'S gifts; Buckles, key chains, pendants and reproduction bottons. Send for free catalog. The Collectibles, 51 Greene St., New York, N.Y. 10013. (Phone 212, 966-4116.

FOR SALE; 5 x 7 b&w steam and diesel photos, Eastern and Western railroad, B&M, New Haven, PRR, NYC, LV, Santa Fe, UP, Great Northern, many more, only 50¢ per photo. Also, Boston trolley photos, rr. maps and rosters. Send $1 for 25-page list and sample photo to Henry Marrec, 11 Overlook Rd., Arlington, Mass.

LARGE COLLECTION of locomotive builder plates, also locomotive bell, headlight, streetcar controller. SSE, — B. Lane, Box 695, Kalamazoo, Mich. 49005.

RAILWAY NEGATIVES and original slides. Mostly Eastern and Midwestern diesel, some older material. No list, approvals only, state wants. Wm. J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

YOU WOULDN'T believe the railroad and steam boat goodies I just got. From 1840 to 1926. Detailed price list $1, deductible. Hurry! Jay's Antiques, Rome, Ohio 44085.

DIETZ VESTA railroad hand lanterns. Many other railroad collectibles. Price list for 50¢ refundable with $5 minimum order. Connecticut Valley Railroad Museum, Inc., P.O. Box 542. Essex, Conn. 06426.

JON NELSON, 1022 N.W. 16th Ave., Gainesville, Fla. 32601, buys anything Florida East Coast and all Florida railroadiana. Buys any old menus.

INTERURBAN and street railway photos; regular equipment plus many unusual scenic photographs from 50 lines. Complete catalog for 16¢ in stamps. Seth Steventon, Kennas, Wis. 54537.

BASEBALL and football guides, tomes, record compendiums, programs, tickets, and unusual mementos purchased. Telephone evenings: (321) 472-2638 — John Sullivan, 3748 N. Damen, Chicago, Ill. 60618.

WORLDWIDE NEWS: features; rosters, steam diesel, and electric; historic and contemporary: One year $5, 2½ years $10; sample issue $1.25. Motive Power International Magazine, P.O. Box 39, Port Moody, B.C. Canada V3H 3E1.

WANTED: All rr. stock certificates and bonds, any quantity — Ken Prag, Box 431 RW, Hawthorne, Calif. 90250.

RAILROAD SLIDE SETS: Professionally duplicated action sets of Midwestern and Western railroading. 50¢ brings list and sample. — R. Reiff, 225 W. 20th St., Pueblo, Colo. 81003.

4 BEAUTIFUL FULL-SIZE 8x22". Reproductions of original old Alco builder's pictures. Different, limited, rare, 12-point gloss card stock. Series 1-4-6-0, 4-6-6T, 2-10-4, 4-4 diesel. Mailed flat $5.95 — J. A. Rebsamen, P.O. Box 2789, Philadelphia, Pa. 19120.

OLD RAILROAD and electronic books and magazines for sale. Write for list or state your wants. — A. T. Hennek, 308 W. Ferndale Rd., Wayzata, Minn. 55391.

DIESEL PHOTOGRAPHS: AT&SF, B&O, B&LE, BN, C&O, Milw Rd., C&NW, CRI&P, GN, NP, Monon, NYC, PC, PRR, and many other roads. Now included are cabooses. Send 10¢ for revised list to Lee Hastman, P.O. Box 97, Morton Grove, Ill. 60053.

COMPLETE streetcar transfers, tickets, and I.D. checks from New England lines for sale, 12 for $1. — R. W. Denno, 47 Chapman St., Dracut, Mass. 01826.

GAF COLOR SLIDES, 12,500, 2x2, plastic mounted. All countries, scenic, historic, Disneyland, Disneyworld, Disney Nature, moon landing. Catalog 25¢. — Worldwide Slides, 7427-R-1, Washburn, Minneapolis, Minn. 55423.

WANTED: The following N&W employee magazines: 1943 — Feb., Sept., Oct., Nov., Dec.; 1944 — Dec.; 1948 — May, June, Aug., Sept., Oct., Nov.; 1950 — July; 1953 — June; 1959 — Nov. Name your price. Contact Ralph Coleman, P.O. Box 6535, Portsmouth, Va. 23703.

WANTED for restoration purposes: history, info., and pictures of GN cupola caboose X-582, built 1925. Last used on Minn. Transfer Ry. as #14. Also, GN caboose markers and other related hardware. Jeff Haertlein 3215 S. Illinois Ave. Milwaukee, Wis. 53207

NEW FOR RAILFANS: Assorted Railway Herald, crest on grabs magnetic soap holder, fit any place. Postpaid, send money order $3.50. Quebec residents add tax 8%. — V.P.S. Systems Company, P.O. Box 86, Station 'S', Montreal, Que., Canada H4E-444.

COMPLETE LIST of rr. and trolley railroadiana, timetables, employee mags., Railroad Magazine, Trains, playing cards, folders, 125 roads. 10¢ postage. — Meyer, 128 Corner St., Watertown, Wisc. 53094.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break up. Complete catalog of 325 sheets, railroad, trolley, ferries, autos, etc., $15; price and inventory specific group or company $5, or small order (specify road) $1. — 35-Slides Co., Box 6098, Dept. RR, Colorado Springs, Colo. 80934.

FOR SALE: G12 Hershall complete portable Carnival Train Set, needs repairs, $2000. Also 1900 Cagney 125/8 steam loco and cars. Many other items. Send $1 for list and photos — Toy Train Museum, Harpers Ferry, W. Va. 25425.

BURNER, WICK, fuel tank for Schroeder Locomotive Headlight pre 1900. Parts from Star, Adlake & Handlan would work. — Wm. Wade, 735 S. San Joaquin, Stockton, Calif. 95203.

NYC PHOTOS or contact negs., p.c. size or larger, mostly thru train action, steam and early diesel, 1929-'55 (no historicals or loco close-ups). Especially Michigan Central Route incl. Canada Division, TH&B, both terminal areas in Chicago, also Detroit. Big Four Route Cincinnati Union Term'l and St. Louis. Would like to hear from photographers who have had NYC steam action reproduced In Railroad Magazine or Trains thru the years or in rail photo books of past decade. Have NYC 1920s calendar illustrations and depot travel posters from 1930s and '40s (some original watercolors) to trade for small issues (11x14") 1920s calendar illustrations, mint condition.— Jack Webb, 5 W. 63rd St., New York, N.Y. 10023.

I HAVE for sale a headlight from a Mikado engine, cast aluminum, with mirror reflector; a classic. Also one long oiler and tallowpot and one boiler gage. Will consider any offer. $300 for all. — George Sundstrom, 20 Nordling Rd., Duluth, Minn. 55804.

STEAM NEGATIVES, 620 and 616 originals. MoPac, UP, SP, MS&L, Wabash, GN, AT&SF, SOO, KCS, B&M, SPS, CRI&P, Burlington, C&S, NYC, Milwaukee, DM&IR, C&NW, EBT, BC&G, Reading, Canadian, W. Va. Loggers, etc. Send SSE, advising specific interests for lists. I also have a few color steam negatives. — C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825.

TWO ex GB&W 1915 combines; 66 feet, open-ended, clerestory-roofed, arch-windowed, wood-sided, steel-underframed, four-wheeled passenger trucks with steel wheels, full air brakes, no seats. Cars capable of rail movement. Contact S&BL Ry. Co., P.O. Box 1, Scott, Ark. 72142. (501) 961-9773.

PROFESSIONAL QUALITY negatives on approval. Coverage on aircraft, ships, buses, trolleys, etc. USA, Mexico, Canada, civil & Military coverage. Set A railroads. Set B trolleys, buses. Set C aircraft. Set D ships. Set E a sampling of all. $1 handling charge for each set. Always changing subjects. For general collectors only. No special requests or listings. — Sonic Color, 113 Munroe, Lynn, Mass. 01901.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, will sell one of the rarest of steam locomotive builder's plates off a Baldwin-Lima-Hamilton-2-8-0 for $200.

WOULD YOU like to hear from linemen and maintainers who worked on DL&W between Scranton and Stroudsburg in the 1920'40 period? Write Claude Wambold, 522 Perkiomenville Rd., Perkiomenville, Pa. 18074.

ILLINOIS CENTRAL dining-car silver: coffee pots, sugar bowls, creamers, compotes, carafes, crumb knives and more. Send self-addressed envelope for list. — John Nalley, Box 262, Bradley, Ill. 60915.

WANTED: STEAM, electric, and diesel builders' plates and number plates. I buy, trade, and sell plates. — Ronald Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

FOR SALE: Have about 98 copies of old issues of Railroad Magazine in perfect shape date back as far as 1935. Make me an offer. — C. W. Hollis, P.O. Box 278, Waycross, Ga. 31501.

FOR SALE: Complete 14"-gauge railroad 4-4-4 loco, two tons; two cars, total capacity 40 persons. Also station, switches, ¼ mile track, rail crossing signs. Contact Timothy O'Conner, 116 Newman St., East Tawas, Mich. 48730.

SHASTA DAYLIGHT maiden voyage souvenir menu; color litho of train; 20x13", heavy pebble paper, folded to 10x13". Highest bid in 30 days after ad appears. — Clifton Hull, 203 E. 16th St., North Little Rock, Ark. 72114.

RR. EMPLOYEE MAGAZINES, 4 for $1, 9 for $2, my choice. List free with each order. — M. D. Meyer, 128 Corner St., Watertown, Wisc. 53094.

RAILROAD BOOKS: History and stories back to Frank Spearman. Large SSE. — F. L. Yeo, 1485 N. Second Ave., Upland, Calif. 91786.

READING, PRR-PC, PRSL public timetables, 25¢ stamps for list, sample. — Larry Eastwood, Box 41, Huntingdon Valley, Pa. 19006.

NEGATIVES: Original steam, many roads available, excellent quality. If you are not on our list, send SSE to Edward Kochanek, P.O. Box 474, Batavia, Ill. 60510.

WANTED: COLOR photo or print of steam passenger train going by any railway station at night in a snowstorm. — Fred Green, 1102-2050 Nelson St., Vancouver, B.C. Canada.

SELLING my back issues of Railroad Magazine, consecutive Jan. 1941 thru Dec. 1969, plus some earlier odd copies. Also several consecutive years issues of Trains, odd copies or MRR, RMC, and others. — Earl Mangold, 412 Spencer St., Flint, Mich. 48505.

WANTED: DECKS of playing cards issued by the railroads; also toy trains manufactured before 1940 by Lionel, American Flyer, Ives, and others. — Tom Hill, Box 66, Ottawa, Ill. 61350.

ROUTE OF PHOEBE SNOW: A story of the Lackawanna by Sheldon King, 165 pages, 187 photos, 4 maps, timetables, rosters, $15. (N.Y. residents add 7% tax, please). — Whitehall Mail Service, 109 E. First St., Elmira, N.Y. 14901.

I WANT TO BUY 8mm standard color film of the Lahaina, Kaanapali & Pacific RR. on island of Maui, Hawaii. — Wm. Lanning, 107 Jamestown St., Sugar Grove, Pa. 16350.

BOYS — GRANDFATHERS: Horse cars and trolley cars, 62 pictures of Rochesters Mail, special, traction subway, and interurbans to Syracuse, 36 pages, $1.25. — Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610. ●

Coming Events

(No charge for listing in this section)

April 5: Forest City RR. Society second annual print and slide trade or sell day; 1-6 p.m., Middlesex County Bldg., London, Ont., $1. Contact L. Carter, 1305 Norman Ave., London N6K 2A1, Ont. Canada.

April 5-6: Railroad Extravaganza of Akron RR. Club, fleamarket, displays, movies, $1; proceeds to for upkeep of Reading 2102. Sat., 10 a.m.-6 p.m. Sun. 10 a.m.-5 p.m.; Hospitality Inn, I-71 and Bagley Rd. Details from J. R. Brashares, 9625 Fernwood Dr., Olmsted Falls, Ohio 44138.

April 4-20: 43rd annual N.Y. Soc. of Model Engineers exhibition, big O ahd HO gage layouts, 341 Hoboken Rd., Carlstadt, N.J. Adults 75 cents, kids 25 cents. Write A. J. Brusgard, Jr., 422 West Side Ave., Jersey City, N.J. 07304.

April 12-13: Excursion over Black River & Western, Flemington to Lambertville, N.J., round trip, 2-8-0 No. 60. Lv. Flemington 10 a.m., return about 4 p.m. Adults $7.95, kids $5.95. Send SSE for flyer to BR&W, Box 83, Ringoes, N.J. 08551.

April 14-29: Grand Tour of the West, 1975, on San Francisco Zephyr, Rio Grande Zephyr, Coast Daylight, Las Vegas Celebrity Train, and Southwest Ltd. Stop overs in Denver, Salt Lake City, San Francisco, L.A., Las Vegas. Deposit $100. Contact Wilbur Hague, Michigan RR. Club, 15517 Braile, Detroit, Mich. 48223.

April 18-20: Yosemite Valley Sojourn via Amtrak to Merced, bus to valley, two nights at famed inn, ride behind Sugar Pine Shay. May 2-4: ComstockBodie Adventure along old Virginia & Truckee right-of-way, ghost town visit, sternwheeler ride on Lake Tahoe. May 17-18: Sacramento River boat excursion, round trip with overnight stay Sacramento, or one-way return by bus. May 30-June 1: Northern Calif.-Trinity Alps scenic trip through Northern Calif. June 26-July 20: Overseas North Cape/Spitsbergen cruise, Isle of Mann, Wales, London, rail trips. Sail San Francisco on a luxury liner, return by air. $250 deposit. Details from Jim Weinberger, tour director, Pacific Coast Chapter, R&LHS, Box 3552, San Francisco, Calif. 94119.

April 25, 26, 27: Niagara Frontier Region, NMRA, convention. Contact Len Frampton, 704 Woodington Rd., Niagara Falls, Ont., Canada.

April 26: Clinchfield's One-spot over scenic mt. route thru 32 tunnels. Adults $17.50, kids $13.75; incl. box lunch. Write H. V. Rouse, treas., Bluegrass Model RR. Club, 346 Desha Rd., Lexington, Ky. 40502.

April 26: N.Y. Region, Timetable Collectors Assn. meeting, railroadiana for sale or swap; 9 a.m.-5 p.m., Holiday Inn. La Guardia Airport, Jackson Heights, N.Y. City. Write Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

April 26: Ontario & Western Chap. NRHS special bus tour over Northern Div., NYO&W, Norwich to Oneida, N.Y., incl. New Berlin branch, original line, stations and former station sites, Pecksport Loop, Lyon Brook trestle locale, etc. Visit O&W Museum, Chenago County Hist. Society following day. Write O&W Chap. NRHS, Box 713, Middletown, N.Y. 10940.

April 26: Lonesome Valley Special, lv. Knoxville, 8 a.m. to Cumberland Gap, Tenn., and Middlesboro, Ky., behind Southern's 4501 over branch line, return 6:30 p.m. Info from Old Smoky Railway Museum, Box 601, Knoxville, Tenn. 37901.

April 26: Colorado Springs to Denver field trip following route of old Denver & New Orleans roadbed by motorcade. June 7: Durango to Silverton special charter incl. 3 private cars, $25 to $30. Contact Colorado Midland Chap. NRHS, Box 9161, Colorado Springs, Colo. 80932.

April 27: Special trolley trip on SEPTA Red Arrow Div., Philadelphia, on restored 1926 center-door Brill car over Media and Sharon Hill lines. Lv. 69th St. Terminal 1 p.m., return about 5 p.m., capacity limited; $5 adults, $2.50 kids. Reservations from Ernest Kovacs, 416 Second Ave., Bathlehem, Pa. 18018, or call 215 867-2800.

May 2-4: 54th annual Railway & Locomotive Historical Society meeting in Chicago. Trips, dinner, historical rail speakers. Details from Charles H. Stats, (Chicago Chap. chairman), 1140 S. Oak Park Ave., Oak Park, Ill. 60304.

May 3-4: Fourth annual Rail Buffs Assn. Electric 'n Steam Convention, Newark, N.J. Pine Creek RR., PATH trips, banquet. Write Robt. Epstein (president), 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 3-4: Steamtown's Second Annual Railfans Weekend features ex-CP's 4-6-2's Nos. 1246, 1278; New Haven Trap Rock Co. 0-4-0T No. 43 under steam. Fireless cooker 0-6-0 also may run. Doubleheaders, locos, equipment, turntable loco pix, photo run-bys, movies, steampower lectures, raffle for cab rides; reservations limited; $27. Write Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937.

May 6-16: Portuguese Steam and Trolley Extravaganza for centennial of railways in northern Portugal, with chartered old steam trains; scenic mt. lines, Lisbon trolley trips, first class Lisbon hotels, most meals provided. $500 per person. Contact Portugal Tour, Branford Trolley Museum, 18 Garden Court, Huntington, N.Y. 11743.

May 11: Southern Calif. Chap., National Assn. of Timetable Collectors rail-roadiana bourse, Nutel Motel, 1906 W. Third St., Los Angeles, Calif. Table rentals, send SSE to Vaughn Sanders, 15617 Stevens Ave., Bellflower, Calif. 90706.

May 16-18: Alleghany Mountain Steam Weekend on Cass Scenic RR. and nearby Alleghany Central Scenic RR., special trips; day, night Sat. photo run-bys, bring own or order box lunch. Details from 1975 Steam Weekend Program, W. Va. State Parks, State Capitol, Charleston, W. Va. 25305.

May 24: Canadian RR. Historical Assn. trip from Rouses Point to Ft. Ticonderoga, or Ausable Forks, N.Y., and return over D&H. Contact CRHA, Box 22, Station B, Montreal, Que., Canada H3B 3J5.

May 25: Special trolley trip on Shaker Heights line, Cleveland, Ohio, covering Green Road and Warrensville on 1913 vintage Kuhlman-built, ex-Cleveland Transit car; photo stops. lv. Cleveland Union Term., 12:30 p.m., return about 6 p.m., capacity limited. Adults $5, kids $2.50. Info from Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

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Pen Pals Wanted

(No charge for listing in this section.)

George Ivy, 21461 13-Mile Road, St. Clair Shores, Mich. 48082, will correspond with railroad employes in any English-speaking country.

Larry Ellis Reed (age 13), 211 Huff Street, Wincona, Minn., will write to railfans.

Ronald C. Thies, 7706 Monroe St., Forest Park, Ill. 60130, wants letters from railfanettes.

Gerard Thevenon, 15 Rue A. Renoir, 33700 Merignac, France, wants to hear from anyone living in Europe who desires to join an association of fans interested in U.S. or Canadian railroading.

Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002, has a collection of over 30,000 Northeastern railroad pix, wants to hear from fans interested in these roads. "Any receipts from photos," he says, "go to a church charity."

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